Sea

AND PACIFIC MOTOR BOAT

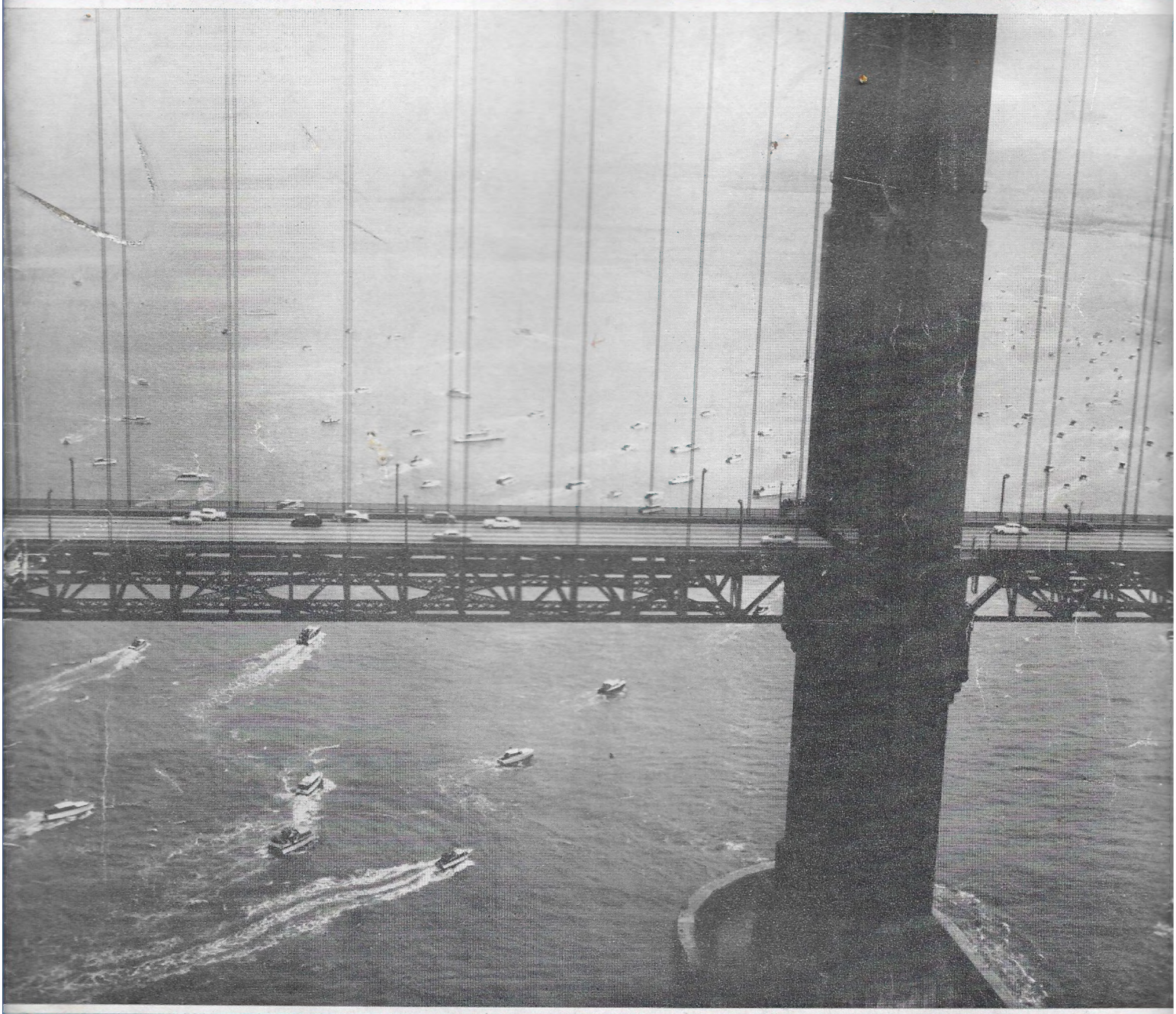
What Makes Nam Sang Go?

Cruising the Offshore Islands

I Determined to Build My Boat

JULY, 1958

50 cents



San Francisco Bay through the Looking Glass

See Page 5

unmatched performance
unmatched in price

MAGNUM by HIGGINS

IT'S A DREAM, it's a beauty, the Higgins MAGNUM, Color-styled in ultra modern Baltic Blue, Deep Mahogany, or Sunburst Gold, trimmed with Gull White. Away in a flash, like its ancestor, the Higgins PT boat, with speed to spare. The envy of the resort set everywhere; the boat craftsman's magnum opus. The Higgins MAGNUM.

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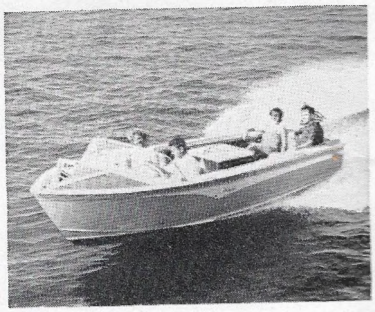

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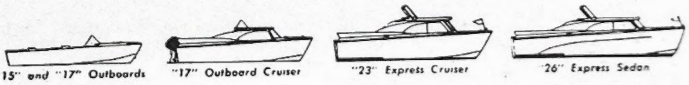


Box 8001, New Orleans 22, La.

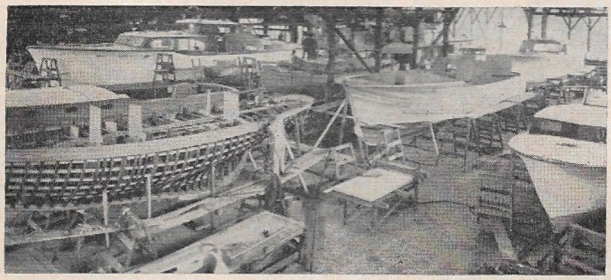
THE HISTORY OF YACHTING IN SOUTHERN CALIFORNIA

CHAPTER XXXIV. STEPHENS BROS. BOAT WORKS

In the summer of 1902 *The Pacific Press* of Stockton, Calif. published the following news item:

"Theodore J. and Robert R., sons of T. J. Stephens, a well-known farmer of this county, have just completed a rather remarkable piece of work for two boys neither one yet over 21 years of age. In the commodious back yard of their home in town, unaided, they have built a sloop pleasure yacht, about 30 ft. long by 10.6 beam and 5.6 height in the cabin. They laid her lines, steamed and bent all the ribs and other bent work and have finished her in detail in a way that makes her as fashionable as anything in that line afloat here, and as much so as most small craft on the Bay."

Fifty-six years later the name of Stephens Bros., Inc. is acclaimed wherever yachtsmen gather—with Stephens Cruisers now a traditional leader among custom-constructed craft.



Stephens Bros. Boat Works at Stockton, Calif.

The Stockton boat yard still remains a family project, though the cast of brothers has changed. Theo Jr. and Dick have been at the helm since the close of World War II, aided by a third brother, Barre, who handled sales until he purchased a cattle ranch in 1954. Richard B. Loomis is now sales manager.

As one of the oldest West Coast builders of pleasure craft, Stephens Bros., Inc has long had the habit of making power-boat history. In the early days of their venture, a bonanza was booming along the tidewater channels of upper San Francisco Bay. The virgin soil of the isolated bogs and marshes was beginning to produce mountains of potatoes and other vegetables. These were proving the nearest thing to gold nuggets that Stockton speculators had seen since the Gold Rush days.

Lacking telephone communications and inter-island highways, commission merchants literally lived by speed boat, for an hour gained or lost in quoting latest market prices often meant a difference of thousands of dollars in a commission man's daily take. Every added knot that could be built into a power launch, therefore, became a highly negotiable asset. Thod and Roy Stephens jumped into the middle of this shrill and competitive market and soon turned out 125 memorable additions to the Delta's famed "potato fleet."

Although neither Thod nor Roy probably realized it at the time, their unofficial title as "spud boat kings" of the Delta was to lead directly to the more imposing reputation of the "speed boat kings" of the West Coast a few years —and one war—later. Their *Stephens 26*, with its streamlined refinements and all-teak construction, was pretty much in a class by itself during the postwar years. By 1928, however, Stephens Brothers found they could no longer maintain their painstaking, custom-made quality in the face of cheaper production-line speed boats manufactured in the east, so they turned to larger yachts.

Singularly enough, both the volume and the variety of Stephens production expanded steadily during the depression. Roy's explanation was simple. The brothers kept their cruisers in the relatively modest-priced class. In this way they appealed directly to worried but still well-fixed families no longer able or willing to stand the heavy maintenance costs of steam yachts and extravagant cruisers. It was prospects like these whom Thod and Roy turned into customers.

After Thod's sudden death in 1933, Roy Stephens guided the firm until he turned the management over to his nephews in 1945. His retirement climaxed a brilliant war production record—delivery to the Armed Forces of 125 vessels. Included in this sea arsenal were three 136-ft. minesweepers and 45 63-ft. rescue boats for the Navy; 30 38-ft. picket boats for the Coast Guard; 21 104-ft. offshore rescue craft, 20 72-ft. medium tugs and 16 50-ft. salvage boats for the Army.

Between World War II and the Korean confiict the new generation of Stephens Brothers expanded yard facilities to meet the demand for luxury cruisers. During this period the firm also opened a brass foundry where all of its own castings are now made, and inaugurated the Stephens Marine Supply Division, a wholesale outlet for yacht and small-boat accessories that now has dealers throughout California, Nevada and Southern Oregon.

Today Theo Jr., as president, Dick as vice-president and chief naval architect, and Dick Loomis as sales manager are delivering a greater number of large yachts than ever before. The smallest stock cruiser now in production, for example, is a 36-footer—sedan or flying bridge. Others are a 42-ft. boat in four models and the famed Stephens 47-ft. flying bridge cruiser. The latter will be supplemented by the new 47-ft. Flush Deck design. These are the stock Stephens models, all offering custom interiors.

The secret of Stephens Brothers' success story is actually no secret at all. Thod and Roy's first sloop was handcrafted 56 years ago, and the same painstaking artisanship is still the rule today.

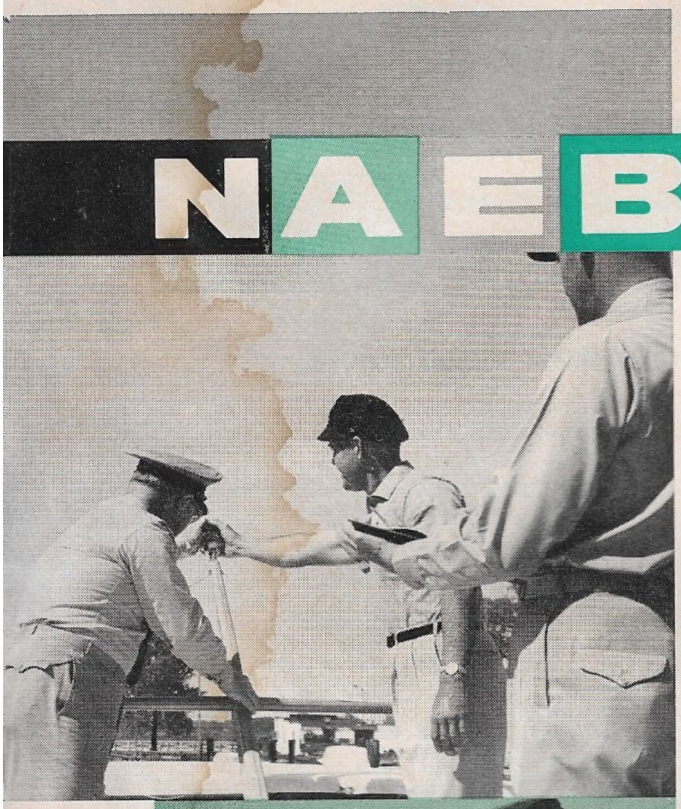
CASS and JOHANSING

PIONEER LOS ANGELES INSURANCE BROKERS SINCE 1915

C. KING BRUGMAN, *Manager of the Marine Division*

SEA and PACIFIC MOTOR BOAT, Southwest Edition, July 5, 1958, Vol. 50, No. 8—Published monthly except July when publication is semi-monthly at 3501 Eagle Rock Blvd., Los Angeles, Calif., by Sea Publications, Inc. Subscription in 11 Western States, British Columbia, Alaska, Hawaii, one year, $4; two years, $6; three years, $8. All other states, provinces, Latin America—one year, $6. All other foreign—one year, $7. Single copies, $0.50. Re-entered as second class matter at the post office, Los Angeles, Calif., under Act of March 3, 1879. POSTMASTER: please send notice 3579 to SEA and PACIFIC MOTOR BOAT, 3501 Eagle Rock Blvd., Los Angeles 65, Calif.

NAEBM *in action!*



ENCOURAGING BOATING SAFETY is one plank in the 8-POINT PROGRAM* of the National Association of Engine and Boat Manufacturers, Inc. to promote and safeguard the interests of America's Boatowners.

To keep boating safe—and more fun—for all, NAEBM conducts a continuous public information and promotion program. Films and literature point out, for example, the importance of a Coast Guard Auxiliary free Courtesy Examination as shown on this page.

Basic boating rules, common distress and storm warning signals, plus helpful hints on boat handling are contained in an NAEBM booklet "More Fun on the Water". Send coupon for your free copy.

*8-POINT PROGRAM

1. Encourage Greater Interest in Boating
2. Improve Boat Financing Conditions
3. Provide Technical Information for Boating Groups
4. Assist in Marina Planning and Development
5. Promote Boating Safety
6. Provide Scholarships for Study of Small Boat Design
7. Work for Better Boating Legislation
8. National Motor Boat Show

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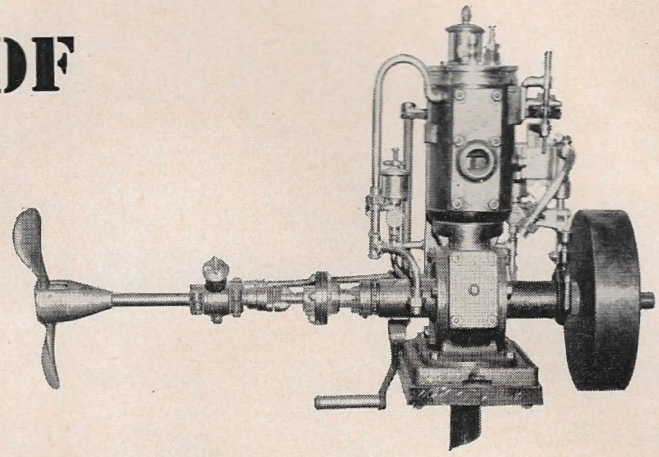
Ask the next Stephens skipper you meet. He and his family will tell you that never has a yacht been fashioned with so much sheer enjoyment in view.

Since 1902 . . . Designers and builders of the Nation's most distinctive stock and custom pleasure craft — power or sail — up to 150 feet. Stock 36' . . 42' . . . 47' . . . Sedan or Flying Bridge.

Stephens Bros., Inc. STOCKTON, CALIFORNIA

Stephens CRUISERS

THE CASE OF THE FORGOTTEN ENGINE!



Yes, we forgot this engine. It's a very early Gray, built before serial numbers were used. It sits in our lobby; only visitors stop to toy with its reversible propeller. We take it for granted.

But we never forget your Gray, nor do we forget you, the owner! Here's what we do for you, and for your Gray:

Production Test—Before you get it, your Gray spends time on one of 24 dynamometers in the industry's largest test room. We take its pulse, and make sure it is ready for operation under normal conditions.

Engine Record—When your Gray is shipped, its Engine Record Card goes to a master file. This card records test results, and lists the exact equipment and accessories installed. When you return the owner's reply card, we clip it to the Engine Record for future reference.

Instruction Manual—With your Gray you get the finest, most comprehensive Instruction Manual in the industry. It tells you the best way to break in, operate, store and overhaul your Gray.

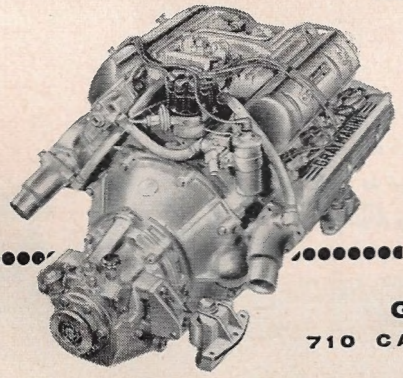
Warranty—Your Gray is backed by the strongest warranty in the marine engine field. Nothing built by man is foolproof—but if there's been a slip-up we make it right, and promptly! It figures: Gray has been in this business 50-plus years, and intends to stay.

Service and Parts Everywhere—Your Gray is never an orphan. Every first class boatyard, wherever you go, knows and services Gray engines. Certain parts are subject to more rapid wear than others, and these are always available from your dealer or from the factory. And only Gray offers you a choice of three Spare Parts Kits, so you can keep vital parts handy on board.

Reputable Dealers—Your Gray is never far from a Gray distributor or dealer, either. They're men of character and standing in their communities—all over the world!

If you don't own a Gray, ask yourself: DO I WANT A FORGOTTEN ENGINE? Then call your Gray dealer, ask your naval architect, or specify Gray in your new stock boat. You can be very sure of this:

We'll Never Forget Your Graymarine Engine!



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Sea
AND PACIFIC MOTOR BOAT

THE MAGAZINE FOR WESTERN BOATING PEOPLE

JULY 5, 1958

Volume 50, No. 8

FEATURES

What Makes *Nam Sang* Go? by Dale Budlong ..... Page 26
Louis Statham's 66-ft. cutter *Nam Sang* will soon be seen on San Francisco Bay for the Pacific Coast Yachting Association regatta, Aug. 11-17. Her owner is adding much to our knowledge of speed with safety under sail.

I Determined to Build My Boat, by R. H. Deurmyer ..... Page 30
This is how one man built his own boat—and some of his trials and tribulations. He recommends it to any person who is very patient, not allergic to hard work and—oh, yes, has plenty of room to build it.

Cruising the Offshore Islands, by Stewart Robertson ..... Page 32
Seems as if every harbor has its islands, some near, some far in the distance. Wherever they are, they are always an excuse for planning a cruise—or, at least, day-dreaming about one.

Out of the Fog, by The Explorer ..... Page 68
Fog can turn the familiar into the unknown, and it pays to have an experienced pilot if your boat is involved.

PLANS and LAYOUTS

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Trojan 27-ft. Cruiser ..... Page 40

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COVER PICTURE: Official U. S. Navy photograph—courtesy, Oakland Power Squadron. August 11 to 17 boats from all over the West Cost will converge on San Francisco Bay for the 35th Annual Pacific Coast Yachting Association regatta. The Golden Gate bridge makes a gigantic picture window as the fleet parades through on Opening Day.

NOTE—In order to provide maximum editorial attention to each area, SEA and PACIFIC MOTOR BOAT is published in two editions—A Northwest Edition, embracing Alaska, British Columbia, Washington, Oregon and part of Idaho; and a Southwest Edition, including California, Nevada, Utah, Arizona, Mexico and Panama. Any gap in page numbering is due to differences between these edtions.

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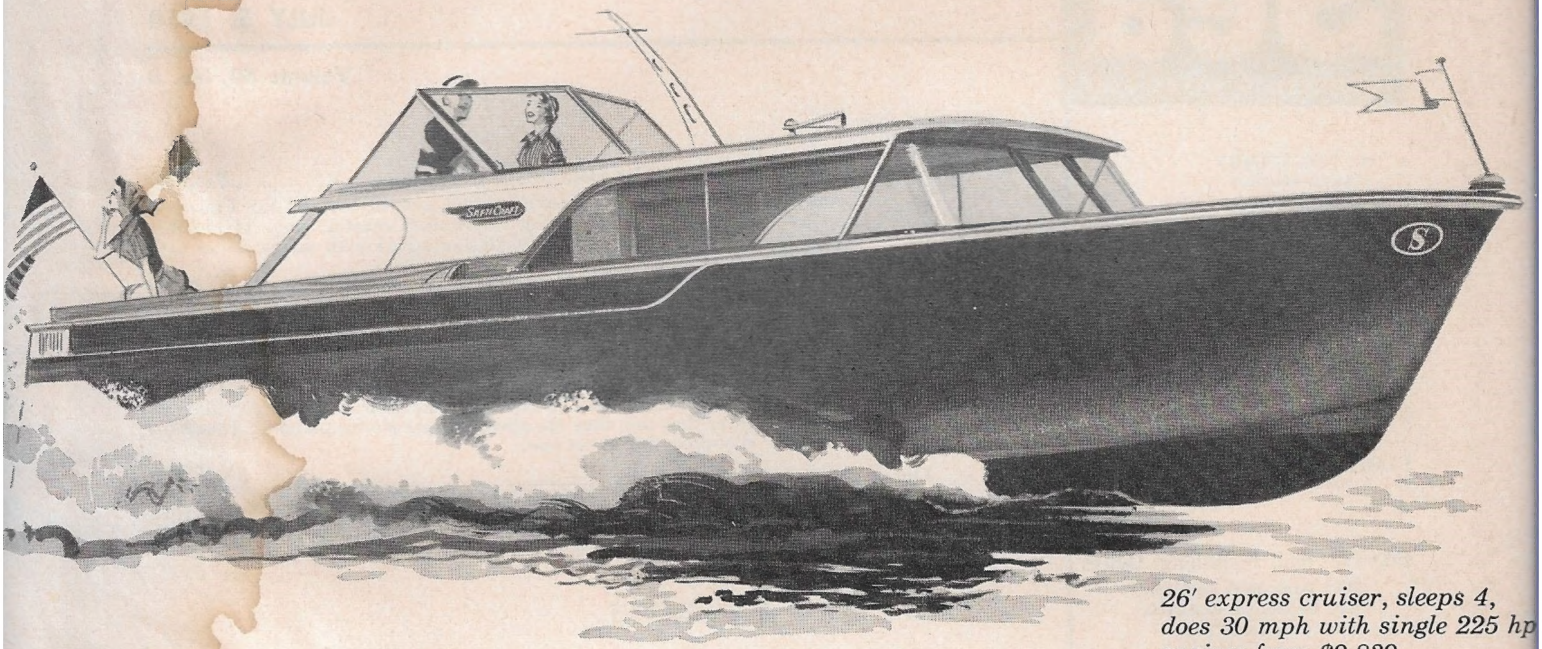
SAFTICRAFT steel cruisers stronger... and lighter... than wood!



26′ express cruiser, sleeps 4, does 30 mph with single 225 hp engine; from $9,839.

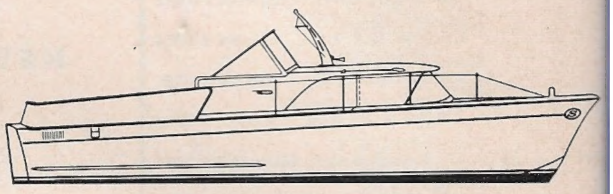
Special alloys and new "crimping" technique make *SAFTICRAFT* steel hulls light, fast!

SAFTICRAFT builds hulls of a special alloy steel so strong it saves up to 20% in weight! Then SAFTICRAFT adds extra rigidity by "crimping"—stamping in reinforcing ridges to more than double strength!

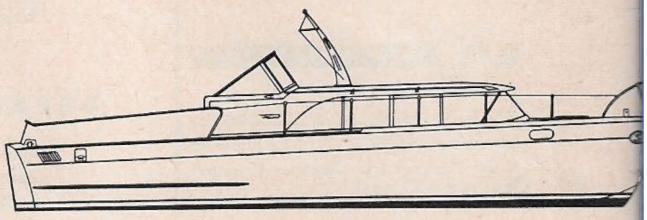
Result: unmatched safety... plus faster, more agile performance, thanks to SAFTICRAFT's lighter design!

Husky and handsome! For all of SAFTICRAFT's rigid strength and extra safety, its lines are smooth, flowing, graceful—classic styling to endure a lifetime. New flared bows add to beauty and performance. Hand-rubbed mahogany, decorator-styled fabrics and color-matched carpeting (standard in luxury models) give unsurpassed luxury afloat!

Miser for maintenance! SAFTICRAFT hulls are coated inside with sound-deadening mastic. Those destined for salt water receive four coats of special paint to lock out rust. One painting a year keeps SAFTICRAFT in tip-top shape! No marine borers or rot. No leaks or calking. Join the thousands who've discovered steel is easier and cheaper to maintain than wood!



31′ Express cruiser sleeps 4, from $15,603.



35′ Express cruiser sleeps 6, from $21,113.

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***Ten Models:** 26′, 31′, 35′ and 42′ priced from $8,439. Send for new brochure and specifications today!*

SAFTICRAFT

by DUPONT

PATTERSON, LOUISIANA

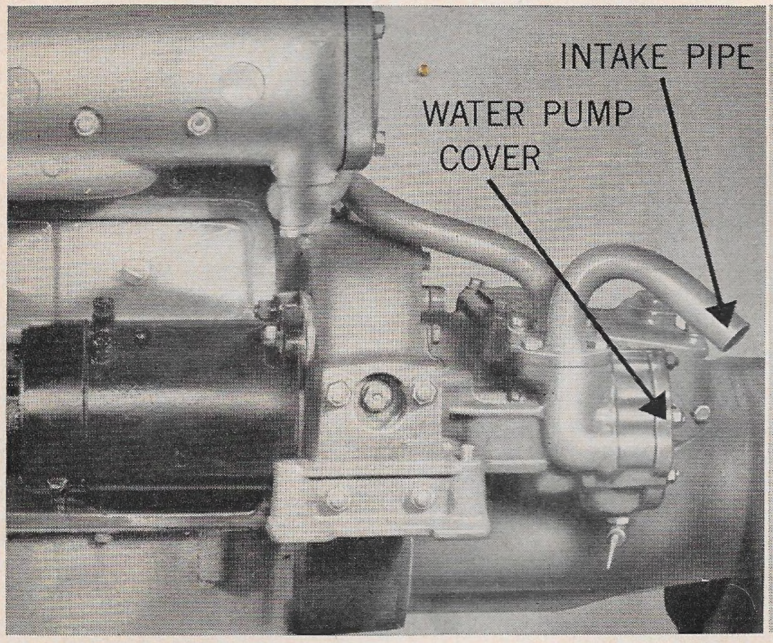
TELEPHONE: 3504

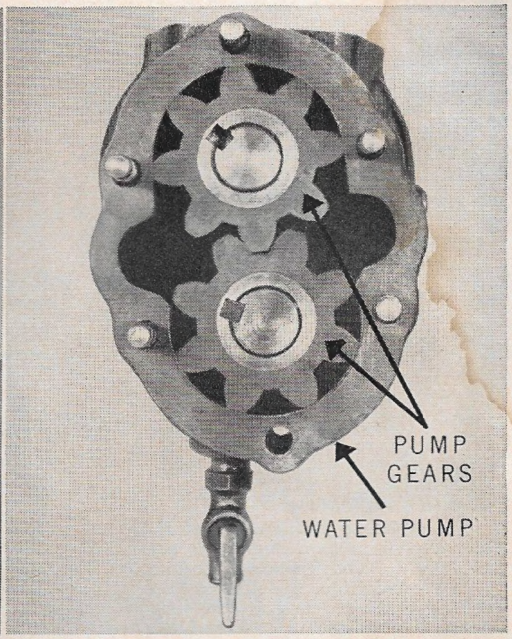
Straight Steers

Nineteenth in a series of Articles on "How To Get It Started When It Stops"

How to check an inboard water pump

BY MR. R. H. WESTRICK, SERVICE DIRECTOR, CHRYSLER MARINE DIVISION





First indication of water pump trouble is usually high engine temperature. Cause may be (1) blocked water pump intake (2) improper water pump operation, or (3) leakage in water system lines.

If engine temperature gauge shows a high or erratic reading, shut engine down immediately, then check intake line to water pump for possible obstructions.

If line is clear, remove rear cover of water pump assembly and examine gears. Small stones, debris, or floating objects sucked into pump may have damaged these rubber gears or caused them to jam. Pumping a large solid object may have sheared the Woodruff key on the drive or the pump gears. Water pump failure may also be due to binding or seizure of pump shaft. If damage is severe, do not attempt to run engine.

If water pump is functioning properly and overheating persists, trouble may be a sticking thermostat, internal leakage, or faulty temperature gauge. Shut down engine until you determine and correct cause of overheating, otherwise *serious engine damage* may result. See your authorized marine engine dealer for service and help.

If you miss any of these articles, they are available from your Standard Marine Dealer.

CHEVRON GASOLINE

MOTOR OILS RPM

SKIPPER SAYS: One sure way to keep your marine engine free of sludge is to use RPM SUPREME Motor Oil. New Detergent-Action Compound keeps engines so clean, guards them so well, they'll last years longer. RPM SUPREME flows like a light oil at low engine temperatures, acts like a medium oil during warmup and protects like a heavy oil at high engine temperatures. You get full protection under *all* operating conditions.

The perfect companion to RPM SUPREME is Detergent-Action Chevron Gasoline. It's especially tailored to your climate . . . starts engines in seconds. Get both fine products at any of the 273 Standard Marine Stations conveniently located from Alaska to Mexico.

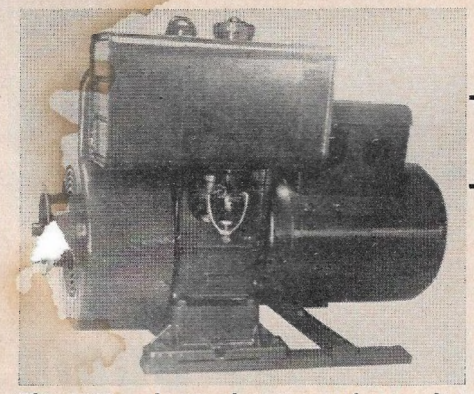
We take better care of your boat—with S. O. products

TRADEMARKS "RPM," "CHEVRON" AND CHEVRON DESIGN REG. U.S. PAT. OFF.

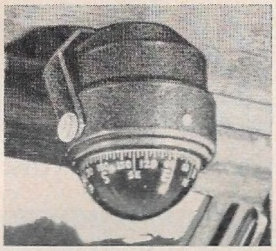
STANDARD MARINE PRODUCTS

STANDARD OIL COMPANY OF CALIFORNIA

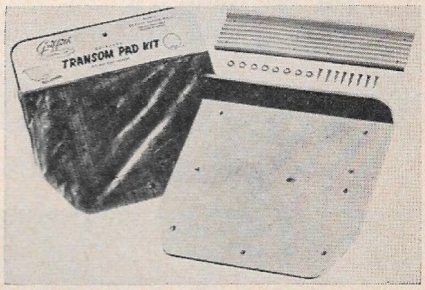
NEW PRODUCTS



This 1500-w electric plant is one of a new line of gasoline electric plants introduced by Norseman Marine, Oshkosh, Wis. Also available are air-cooled models from 350 w to 2200 w.

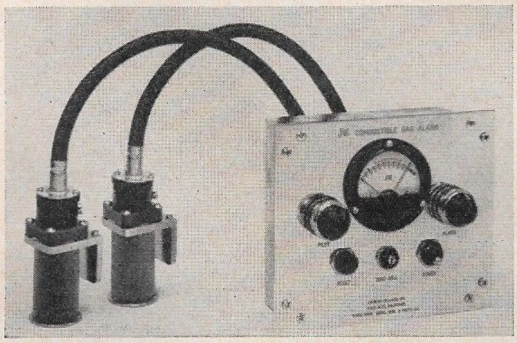


Airguide model 88-C marine compass is designed for overhead use with special pivot and card arrangement so that it may be suspended directly over the helmsman's line of vision. It is 3-¾ in. wide, 4-⅝ in. high, including adjustable bracket.



A trick rubber transom pad mounting kit for outboard motors is made by Griffith Rubber Mills, Portland, Ore. The kit protects the boat from motor clamp scratches, reduces motor vibration and provides a secure mounting surface. It is available in two sizes to accommodate all standard outboard motors.

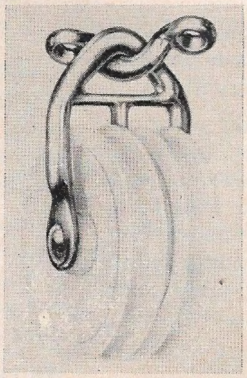
A new moisture-proof emergency repair kit for inboard engines is announced by The Electric Auto-Lite Co., Toledo, Ohio, available in four combinations of contact and condenser assemblies through Auto-Lite's West Coast dealers.



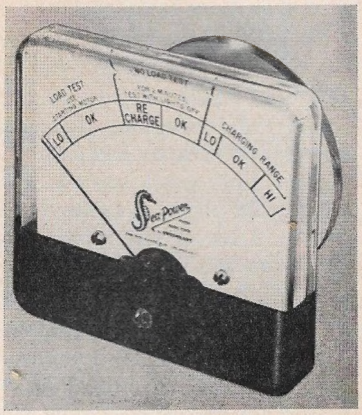
J-W Sniffer MBA2 is a combustible gas detector with two detectors for separate compartments and an audible alarm. Models are available for 6 or 12 v operation. Manufactured by Johnson-Williams Inc., Palo Alto, Calif.

New Ross model S-80 is a compact 3-⅜ in. dia., 4-⅛ in. high transistorized depth finder. Chassis and portable lantern type battery can be located below deck. Manufactured by Ross Laboratories Inc., Seattle, Wash.

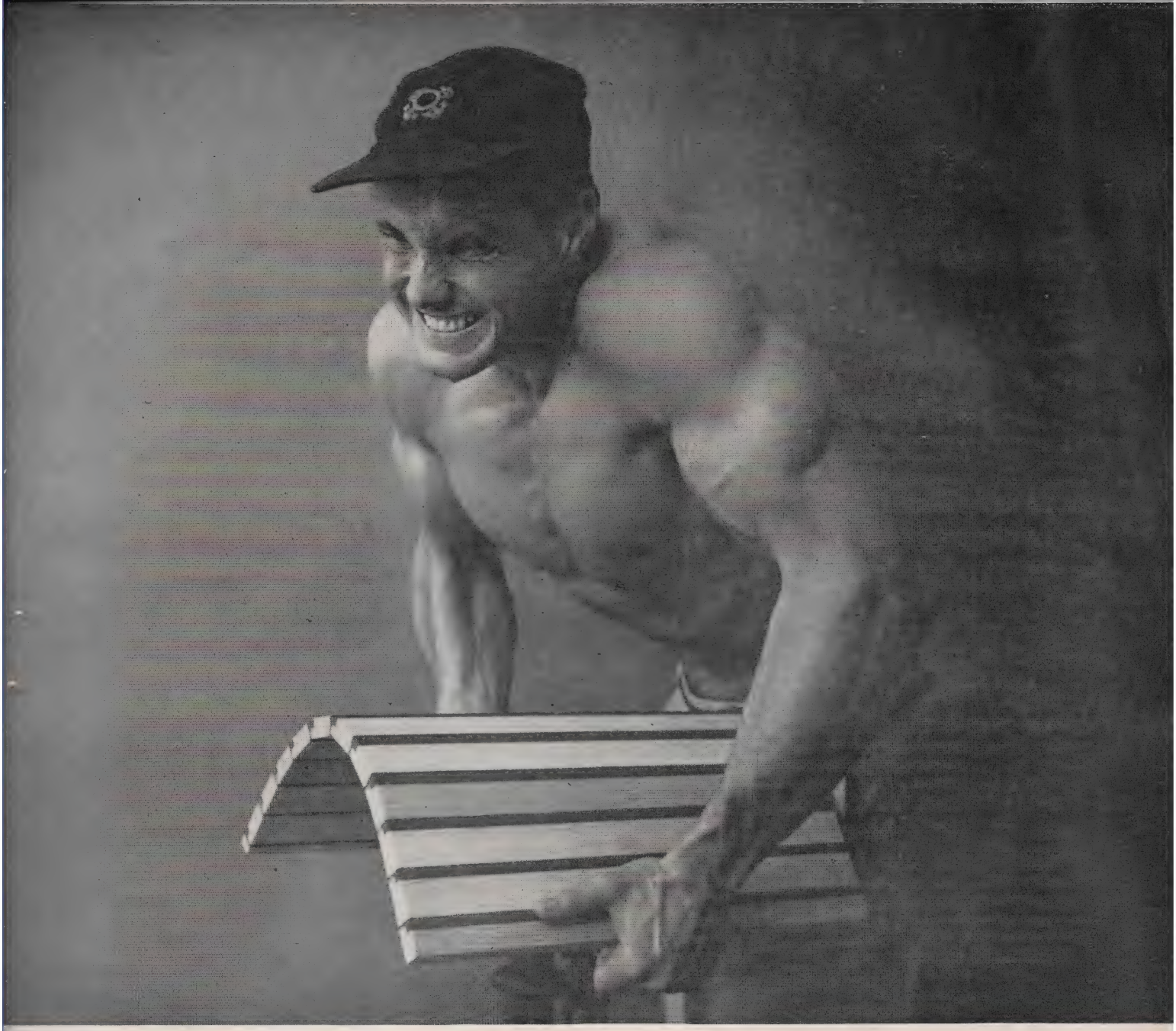
Kaar 249, a 15-lb. marine radiotelephone designed for use on outboard motor cruisers and runabouts has been introduced by Kaar Engineering Corp. It is 5-½ in. deep, 10 in. wide, 14 in. high. Frequency range is 2-4.5 megacycles.



Perko double-sheave tiller rope pulley, with chromium-plated die case zamak body and strap, white nylon sheave, comes in two sizes, 1¾ in. and 2⅜ in. diameter. Manufactured by Perkins Marine Lamp & Hardware Corp., Brooklyn.



The new Seapower battery indicator announced by Sweinhart Equipment Sales Inc., Los Angeles indicates the power reserve remaining in any battery system. The unit measures 3⅛ in. by 3⅜ in., is designed for 6- or 12-v operation, is easy to install.



Do boat owners kid themselves about their "tight" boats?

Not many. But do they really *want* a sealed cabin, cockpit, deck and hull? Of course they do ... and those in the know, now turn to Chem Seal.

CHEM SEAL FLO-CAULK DECK SEAM COMPOUND. We know how you have suffered, watching your deck taking the beating of nature's elements. Rain, sun, spray, wind and dew ... besides a continuous "working" of your planks by a restless ocean-swell ... require a "toughy" in your seams. Only a kind of caulking material that adheres ruthlessly to your seam ... that s-t-r-e-t-c-h-e-s and contracts and sticks in place for dear life, will stop your worries.

FLO-CAULK does just this. Even our hefty skipper can't break the seams by force!

CHEM SEAL HULL-CAULK & BEDDING. Withstands the continuous beating of Neptune's elements and does away with cotton, oakum and putties, giving a lasting flexible bedding for your planks and hull-seams.

CHEM SEAL HULL-COTE. A true marine coating, resistant against fresh and salt water and flexible as a seal's skin. Once on your *wooden hull,* your boat will stay dry as a bone, *like being wrapped in a rubber glove.*

Your *steel hull* is permanently protected against corrosion and electrolysis through galvanic action ... eliminating annoying, dragging zinc plates which need continuous replacing anyway.

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ARE BOAT OWNERS BEING CHEATED BY A TIME-WORN SUPERSTITION ABOUT MARINE GASOLINE?

A Straightforward Statement by The Texas Company

MANY boat owners believe that when they ask for "marine white" gasoline—they are getting the best possible gasoline for marine use.

This was entirely true 20 years ago. Since then boat engines have changed. And there have been enormous improvements in gasoline.

Today, marine white gasoline is no longer the most desirable fuel available. Indeed, by insisting on using only marine white, boat owners either cheat themselves out of sizeable percentages of horsepower, RPM, and fuel economy, or take a chance on seriously damaging their engines through uncontrolled detonation.

Some of these boat owners seem to fear to make a change from old-fashioned marine white to a more suitable, more modern gasoline. Why?

A Time-Worn Superstition

Widespread misconception exists among boat owners as to why marine white gasoline is used—the reason why it was introduced, more than 20 years ago.

Marine white was introduced for one purpose only—to protect against the formation of *gum* in gas tanks and fuel. Not ordinary combustion carbon deposits—but *gum!* Gummy, sticky stuff that formed in copper gas tanks, later to be sucked up into the fuel system, where it clogged gas lines and carburetors.

A rash of gum troubles started, years ago, when boat owners attempted to use the automotive gasolines then on the market in their boat engines. These automotive fuels were not suited to marine conditions—and gum difficulties resulted.

To end these troubles, marine white gasoline—an unleaded, straight-run fuel—was introduced. Marine white was very stable and resisted gum formation. It has been with us ever since. (Incidentally, all white gasoline is not "marine white." Many unleaded gasolines have high gum-forming characteristics.)

Now here's where the ancient superstition started. Boat owners noticed that this was a "white" gasoline. They noticed that the gum-forming automotive gasolines were dye-colored, indicating the presence of tetra-ethyl lead. Some of them even noticed that the gum itself sometimes was tinted by the dye.

Thereupon they jumped to a completely erroneous conclusion—that tetra-ethyl lead or the coloring matter used to indicate it were the culprits that caused gum. This supposition is entirely false.

The Facts About Gum Formation

Tetra-ethyl lead does *not* cause gum. Neither does coloring matter. Neither of these has anything to do with gum formation.

Gum is formed by the oxidation of unstable hydrocarbons in certain gasolines. This means that in some gasolines there are constituents which, unless counteracted by an additive or stabilizer, will form gum. This action is speeded up by contact with air and, particularly, by the presence of copper, which acts as a catalytic agent and aids the formation of gum.

Use of a stable gasoline like straight-run marine white is the old-fashioned way to protect against gum. Today there is a better way.

The superior, vastly-improved gasolines of today can be effectively stabilized to give excellent protection against gum. Texaco Sky Chief Marine gasoline, which contains a special Texaco stabilizer—2057-T—gives you full gum protection—plus many other advantages.

Octane More Important In Modern Marine Engines

Today, to meet the demand for higher horsepower without great increase of size and weight, marine engines are being made with higher and higher compression ratios. Just as in your car, these higher-compression engines demand higher octane gasoline to prevent knocking.

Knocking is even more serious in a boat engine than in a car—because of the heavy work loads of marine operation, and also because the sound of knocking is hard to detect above boat noises. Bad knocking can cause dangerous and expensive damage to a boat engine.

Marine white gasoline is relatively low in octane rating—and, hence, causes knocking in modern engines.

One way to reduce knocking is to retard spark. But the retarded spark robs you of horsepower—up to 30% or more—depending on the engine. You can see it on the tachometer in lowered RPM's. Because of the loss of delivered power, more fuel is needed per mile. The boat owner *is* being cheated of the horsepower he paid for in his engine.

The Solution—The Modern Gasoline

Texaco Sky Chief Marine gasoline provides full protection against gum.

At the same time, Texaco Sky Chief Marine gasoline is a modern high-octane (more than 99), high-power gasoline. *And it costs no more than marine white!*

With Sky Chief Marine, the boat owner can get all the horsepower his engine is rated to deliver—whether it is an inboard or an outboard—old or new. He gets more RPM—better fuel economy—smooth, knock-free power.

Furthermore, he gets something else. Because Sky Chief Marine contains Petrox, Texaco's special multi-purpose additive, it keeps engines *clean*—prevents carbon deposits. It combats rust. It also cuts down engine wear, particularly in the critical period when the engine has just started and is beginning to warm up.

Texaco Sky Chief Marine is readily available at Texaco Waterfront Dealers—and there are Texaco Waterfront Dealers from coast to coast.

It's time for all of us to take a new look at marine gasolines. It's time to switch to the modern marine gasoline—Texaco Sky Chief Marine.

THE TEXAS COMPANY

New Super Sea-Horse V-50. 50 hp. 12-volt electric starting. $840.

NEW Super thrust! The Super Sea-Horse V-50 is a miracle of compact power. Great under load, it delivers full thrust instantly.

NEW Super smoothness! A glass of water won't spill at full speed. New 4-cylinder "V" brings fine car smoothness to outboarding.

NEW Super quiet—with "rubber-floated" powerhead and lower unit enclosed to the waterline. Exhaust, as always, is underwater.

Now go "V"...with a new kind of Sea-Horse!

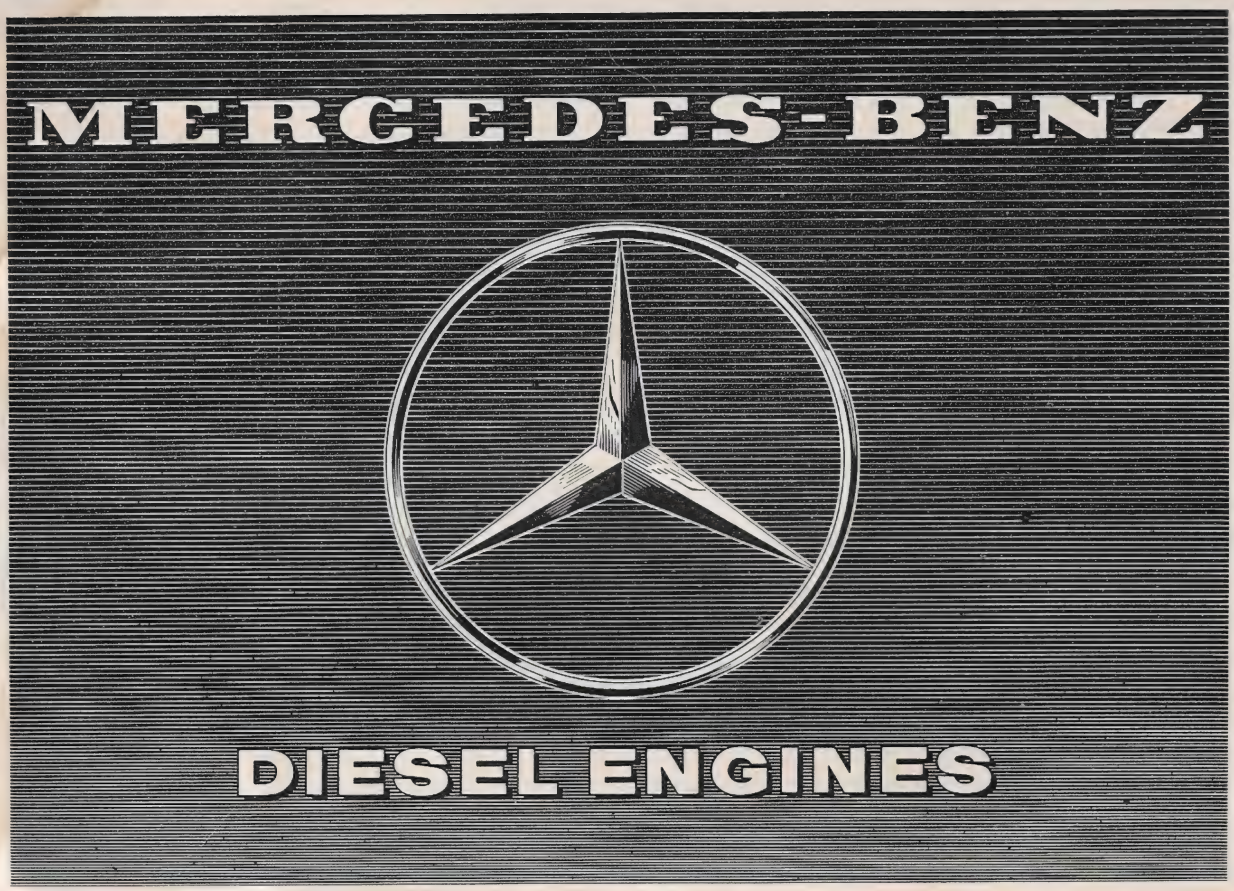
Meet the world's first outboard V-engine! It's the smoothest package of scat afloat—the Super Sea-Horse V-50. Displacement is a whopping 70.7 cubic inches. A new water recirculating cooling system maintains ideal engine temperature. The single carburetor is twin throat down draft. The results to you? Characteristic "V" performance; far less engine strain, much longer engine life!

In addition to the two new Sea-Horse V-50s, there are nine other quiet new Johnsons in the 1958 line. Three are at 35 hp, two at 18 and one each at 10, 7½, 5½ and 3 hp. Prices from $160 to $840 f.o.b. Waukegan, subject to change. See your Johnson dealer soon. He's listed under "Outboard Motors" in the classified phone book. Remember, nearly 2 million dependable Sea-Horses prove *Johnson knows best.*

FREE! For 1958 Sea-Horse catalog, write: Johnson Motors, 409 Pershing Rd., Waukegan, Ill. (Div. of Outboard Marine Corp. In Canada: mfd. by Johnson Motors, Peterborough, Ont.)

First in dependability...
pioneers of the "V" age engine

Johnson



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Hydraulic clutch controls and reduction drives make for easy, efficient operation.

The mirrored walls of the master stateroom add a note of modern decor.

The sun deck of the "43" Motor Yacht is a delightful play area.

RICHARDSON *Cruisers of Tomorrow*

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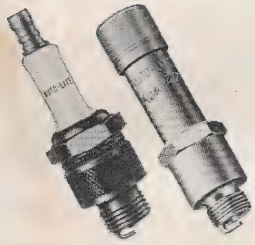

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Auto-Lite Marine Spark Plugs are ignition engineered specially for marine use. Auto-Lite Shielded Resistor Spark Plugs are recommended whenever suppression of ignition interference in two-way radio communication is a problem. Available with or without Resistor. Use Auto-Lite Standard or Small-Engine Spark Plugs for fast starts, smoother performance in all inboard and outboard engines.

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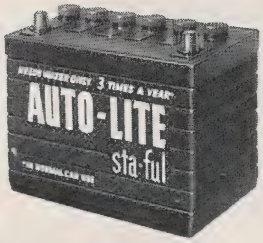
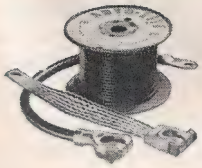


Here's the battery that gives extra safety for marine use . . . Auto-Lite Sta-Ful. Extra liquid reserve keeps power-producing plates covered *longer* for more dependable power reserve. Auto-Lite manufactures a complete line of marine batteries in 6, 8, and 12 volt types. These may be connected into units giving 24, 32, or more volts for boat lighting plants and other applications.



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Auto-Lite "Neosheath" Spark Plug Wire has highest quality neoprene insulation that resists heat, oil, ozone, moisture, and other harmful agents. Auto-Lite plastic and "Flextrand" Primary Wire is available for every need. Auto-Lite Battery Cables have exclusive "Power Line" Anti-Corrode Terminals made of a special pressure-cast alloy that positively will not corrode in marine service.

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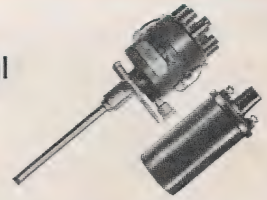

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Attend the Auto-Lite Service School for top marine electrical service training. You learn the correct service procedures that speed your work, make it better. Ask your Auto-Lite supplier about it today.

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Engine problems keep you heading for the yard?

See how

Shell X-100 Motor Oil Premium

helps assure trouble-free performance

Before engine trouble *starts* — that's the time to head it off.

One good way is to be sure you specify Shell X-100 Motor Oil Premium.

Protect your engine with X-100 Premium and you stop the biggest threat to engine life — acid action. Acid action is the result of harmful acids formed during the combustion cycle. Shell X-100 Premium neutralizes these harmful acids before they can etch and pit piston rings and cylinder walls. What's more, it protects your engine against harmful rusting whether your boat is berthed or operating.

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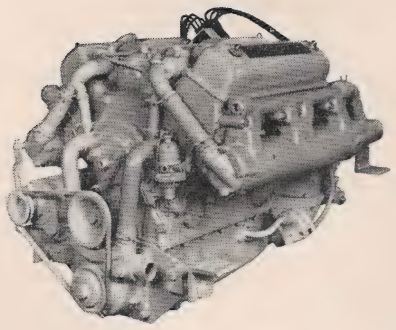
QUIET...

High velocity, large capacity Series-Flow Cooling, specially designed engine mounting, and the latest in assured lubrication keep all engine noises and vibrations to a minimum.

No other marine engine is so quiet.

Go Interceptor and have all the enjoyment and pleasure you expect from your boat!



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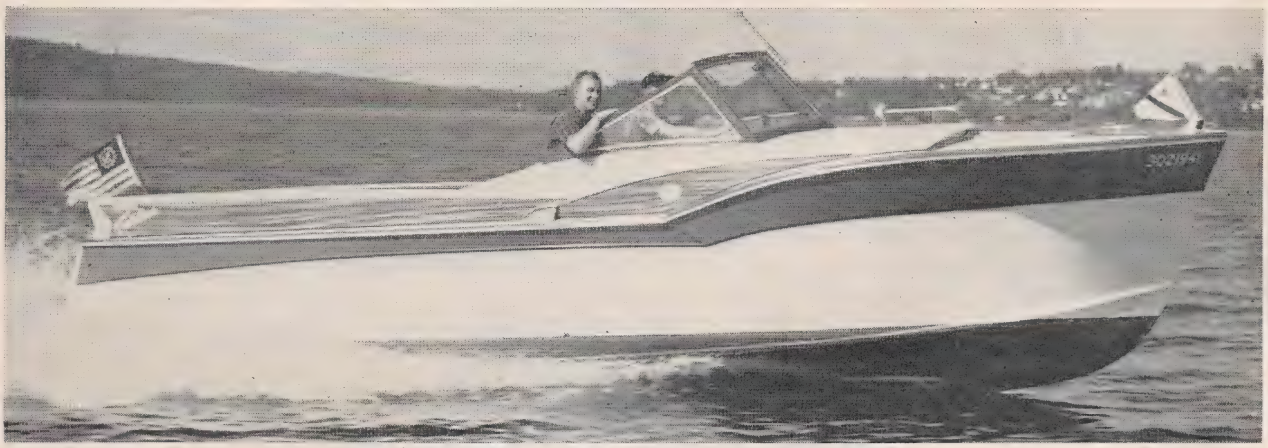
- Striking Color-Harmonized interiors with two-stateroom privacy, sleeps 4 or more.
- Speedy Runabout performance and ease of handling.
- Exclusive Fairliner vibration-free Cushion-Ride, for **Smooth** Riding.

All this and much more is yours in this inboard luxury cabin cruiser at a price you can afford.



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It's a real thrill boat for Fishing, Water Skiing, and all water sports.

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From the Angler's Chair

By Dick Hoffman

MAZATLAN, Mexico holds a lot of good memories for me. I caught my first marlin and my first Pacific sailfish there. Recently it was my profound pleasure to be one of the fortunate group of anglers and tournament followers who attended and fished in the 13th International Light Tackle Tournament between April 27 and May 2 in Mazatlan.

In 1956 Newport Beach's Balboa Angling Club was sponsor for the 11th of the tournaments and it was such a signal success that the association members demanded a repeat performance this year. Probably the most compelling reason for this enthusiastic recognition of Mazatlin as a fishing hot-spot was—marlin!

Prior to the 11th International, the organization had always been named the International Light Tackle Sailfish Tournament Association. These billfish had held the spotlight to the virtual exclusion of other species until the directors voted to eliminate the word "sailfish." With this action the scope of the association was extended to include the more powerful and more exciting speared fishes, the marlin family, including both the Pacific striped marlin and the Atlantic's smaller but no less sporting white marlin.

The keynote of the success of both the 1956 and 1958 Internationals was cooperation. On the one hand the Mazatlan fleet operators, the hotel and restaurant proprietors and managers, along with other citizens, went all out to insure successful affairs. Then Mazatlan's billfish themselves added the all-important touch.

1956 saw almost fabulous pre-tournament fishing, which slowed down a bit during the official days, but still produced 105 billfish, split almost 50-50 between sailfish and marlin. This year the pre-tournament fishing was so slow that there was considerable worry by both the host club, Newport Beach's Pacific Anglers, and the contestants themselves. However, the pendulum began to swing the other way just as the tourney got under way. At the end of the third and final day, 30 clubs and 90 anglers had reported 292 strikes and had caught 140 billfish, most of which they released. Of these 31 were marlin, 109 were sailfish.

Only top Californian was Bettie (Mr. Aubrey) Sears of the San Diego Marlin Club. She was first in the Ladies' Day competition at the 13th International Light Tackle Tournament at Mazatlan. General Chairman George Griffith of the host club, Pacific Anglers, presents her with the trophy. Dick Hoffman

Should anyone raise the question of why only 140 fish were accounted for from 292 strikes, it should be emphasized that this tournament was conducted with really light tackle. Twenty-eight of the 31 marlin, 100 of the 109 sailfish were caught on 20-lb. test line. Monofilament was a heavy favorite, accounting for 22 marlin, 74 sails as compared with six marlin and 26 sailfish on six-thread linen—the latter being used, with rare exception, by the California delegates of whom some, nevertheless, had been converted to and used synthetic lines, particularly braided dacron which feels and fishes much like linen.

No one can really prove, statistically or otherwise, that tackle factors—notably monofilament line and light, all-steel wire leaders—make a significant difference in the final score; but a Monday-morning quarterback session along such a tack can raise some highly interesting angles. The three leading clubs and the four high anglers all came from the East Coast, where almost without exception the monofilament line, thin-wire leader combination is a universal choice.

This department is not willing to concede that East Coast anglers, in general, are more skillful than our best California anglers. In fact, if it were possible to remove the element of luck from fishing (which will *never* be possible!) and conduct a controlled scientific study of anglers and their skill, we would give substantial odds on the know-how of a goodly group of our own gang. But things of fishing being as they are, the only argument we can trot out is that the most skilled operator of a light tackle combination cannot make his experience and angling know-how pay off *unless he gets strikes.*

Here—and we are *not* raising this as an alibi—may lie the secret of the winners. Can it be that the relative invisibility of a thin, single-length wire leader, a tiny swivel that looks too small for the job and practically invisible monofilament line is the answer to the annual success of the good guys who live along the Atlantic seaboard?

It takes no modern electric computer to figure the chances as to which bait a marlin or sailfish will choose, given a choice between the scarcely-seen East Coast terminal tackle and the commonly-used California rig with leaders of steel cable strong enough to use as a towing hawser, liberally decorated with rings, snaps and swivels large enough to be seen at fifty paces.

To get down to brass tacks, this year the Miami Beach Rod and Reel Club scored a tremendous 1410 points and took the belt back to Florida. The Ocean City (Maryland) Light Tackle Club tallied 885 for second, the West Palm Beach Fishing Club third with 720. California clubs entered the picture in places four and five, with 630 points each for the La Paz Sportsmen's Club (Fred Hershorn, Capt. George Collinge and Elton Hallett) and the hosts Pacific Anglers (Karl G.

(Continued on Page 24)

All-new 21-ft. Continental Landau gives you beauty, power, performance *plus!* Engines to 300 hp, speeds to 43 mph. Seats 8. Sliding aircraft-type canopy on landau hardtop. Other utilities and runabouts from 17 thru 26 ft.

Family-cruiser buy! New 25-ft. Cadet sleeps 4 in roomy, full-headroom cabin. Enclosed toilet. Ship's galley. Flush aft deck. One-piece fiber-glass cabin top. Engines to 210 hp, speeds to 33 mph. Also 26-ft. model. Outstanding value!

New 38-ft. Constellation (top) sleeps 4 or 6. Modern galley, dinette, salon; flush aft deck. Engines to 550 hp, speeds to 29 mph. Also 28-, 31-, 35-, 42-, 48-, 55-, 65-ft. models. 21-ft. Capri (bottom); engines to 300 hp, speeds to 43 mph.

Luxurious 48-ft. Constellation (top) sleeps 10; boasts salon deckhouse nearly 18 ft. long. Engines to 550 hp, speeds to 28 mph. Low-cost 17-ft Sportsman (bottom), with large open cockpit; engines to 131 hp, and speeds up to 36 mph.

Ten beautiful reasons

Chris-Craft always lead all others in popularity

Just count the Chris-Craft at any yacht club or marina for firsthand proof of leadership! For example, here's the certified record of S. E. Shelsky, Manager of Ft. Lauderdale's Bahia-Mar Yachting Center: *On March 4, 1958, the height of the season, more Chris-Craft were registered in, or had reserved space at, Bahia-Mar than all other makes combined — over 452% more than the nearest competing make!* This means that when you buy a Chris-Craft, you're not only getting the most popular boat in the world, but the recognized top value as well. Your dealer has details. See him now and place your order, or write for free catalog.

New Cavalier Boats

Stretch your boating dollar with this 19-ft. Semi-Enclosed Sports Cruiser 2-sleeper. Outboard or inboard. A great buy for a family on a budget. Other models: 16, 19, and 22 ft.

Big value! 17-ft. Utility — a honey for water sports. Engines to 131 hp, speeds to 38 mph. Also 15-ft. Utility; 15-ft. and 17-ft. Inboard Runabouts; 16-ft. Outboard Sports Utility.

New Sea Skiffs

Round-bilge lapstrake design. Double strength where it counts. 30-ft. Sea Skiff Cruiser sleeps 4. Engines to 430 hp, speeds to 36 mph. Also 26-, 30-, 35-, 40-ft. cruiser models.

Fast, dry, seaworthy! 22-ft. Open Sea Skiff offers boating at its smooth-riding, easy-handling best. Engines to 130 hp, speeds to 31 mph. Other open models: 18, 22, 26, and 30 ft.

Buy your Chris-Craft today

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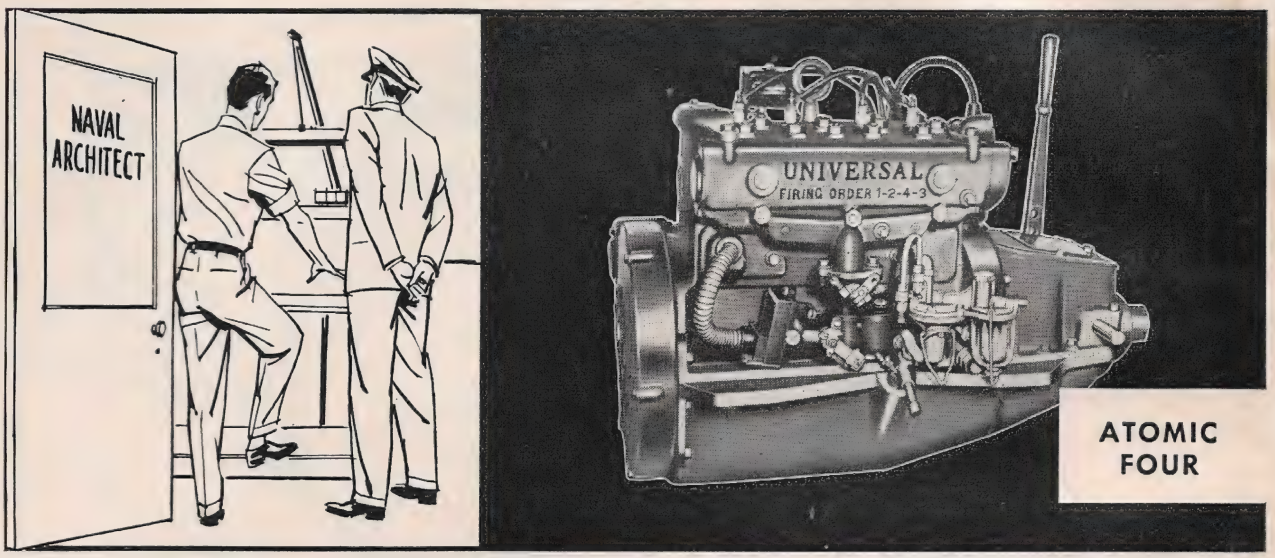

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BECAUSE it performs space-multiplying magic for small boats.

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BECAUSE of its amazingly low fuel consumption. Owners by the hundreds attest to it—the Atomic Four uses only one gallon per hour. And that is low-cost regular gas, not high-priced premium!

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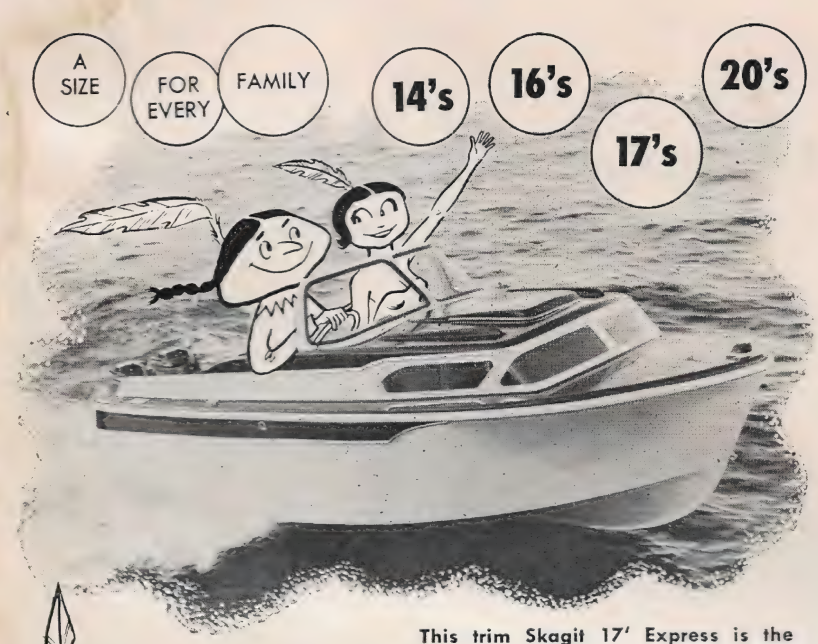

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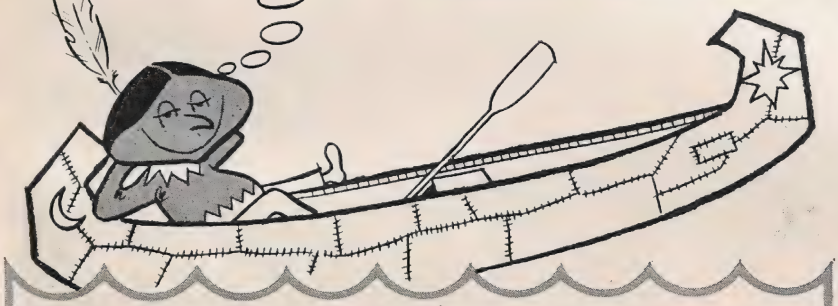

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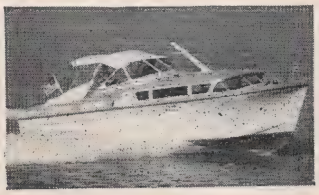

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Builders of the Nation's finest fiberglass pleasure boats

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From The Angler's Chair

(Continued from Page 18)

Miller, Capt. Al Manderbach and yours truly Dick Hoffman).

It was the same story, individually, or just about. Reginald H. "Reg" Foster, Ocean City's team captain, scored 705 points, won the first place trophy, a striking jewel-mounted silver cocktail shaker, a presentation by the Fleet Owners of Mazatlan. Jack Christianson, Miami Beach's captain, was second with 630 points; Dr. A. I. "Al" Jacobs of New York's Tropical Fishing Club placed third with 600 points and James A. "Jimmy" O'Donnell Jr., leader of the West Palm Beach Team, had 540 for fourth. Dave DeTar, another Miami Beach scorer, took fifth with 420.

Not until sixth place did any Californian enter the individual scoring scene. Ten anglers made up a big tie for this bracket. The four West Coast anglers who wound up in the money were Bill Farnsworth (Club de Parado, Chibasco y Pesca), George Collinge (La Paz Sportmen's Club), Hugh Wright (Tuna Club) and your lucky-for-once chair sitter, fishing on Pacific Anglers' team.

Yes, for our money the International Light Tackle Tournaments are genuinely tops; but loyalty is one of our personal creeds and it applies fully to our chosen land, California. We've tried to raise some questions as to why our good West Coast in the long series of Internationals has much too often been an also-ran. It's a plea—and maybe a prayer—to and for our California anglers, who we're sure are the best there are, to get serious about this business and stop using sling-shots and clubs against worthy opponents equipped with the most modern, high-velocity magnums.

West Palm Beach and the Sailfish Club of Florida will welcome the 14th tournament early in January, 1959. Acapulco will greet the 15th International in November, 1959, with the Texas Game Fish Club doing the honors. Six-guns will be checked at the door, but ten-gallon hats will be in style!

John Rybovich Jr., famous West Palm Beach manufacturer of the

(Continued on Page 94)

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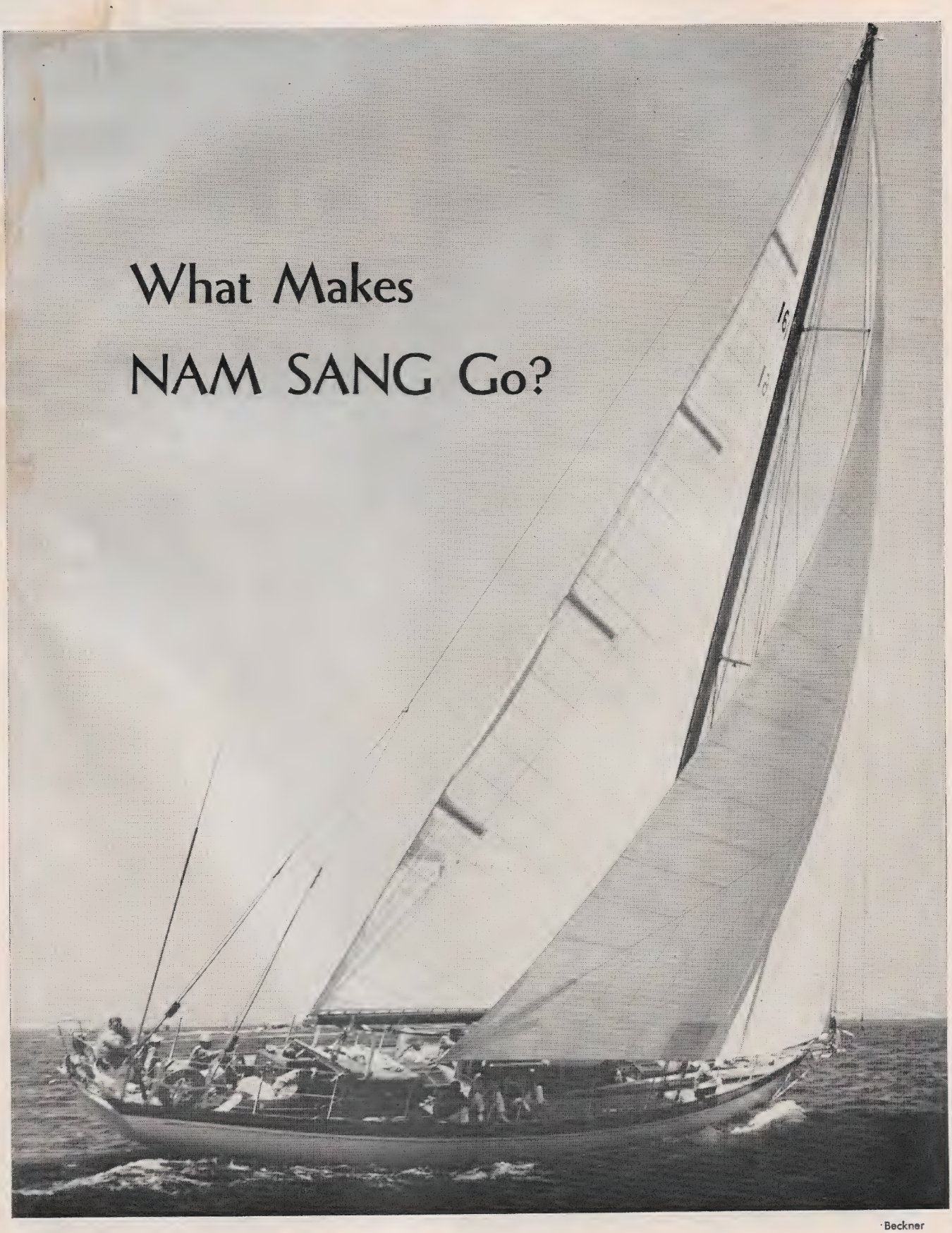
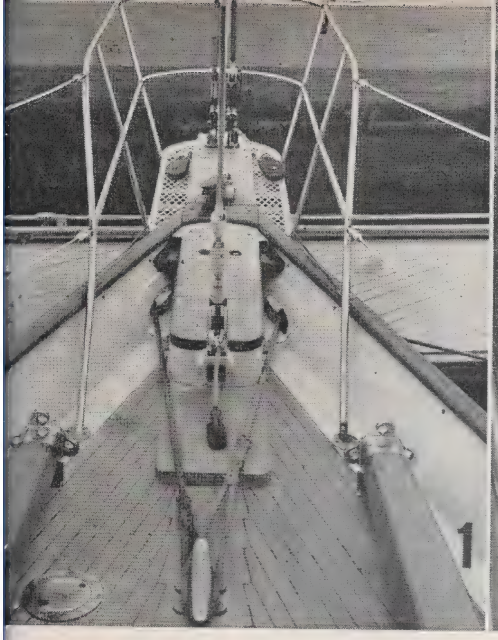
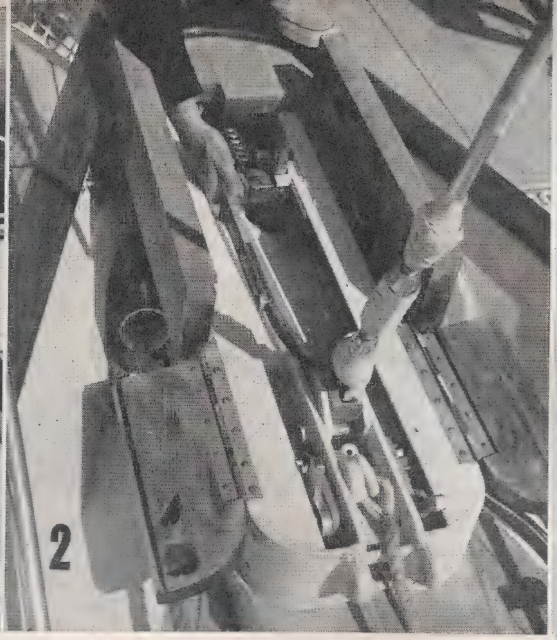
What Makes NAM SANG Go?



Beckner

By DALE BUDLONG





1-2. The bow sprit is all welded with stainless pulpit and includes an integral walkway. It holds three winches, one to adjust the tension on the headstay and two others to adjust the tension on the tacks of the headsails. It also includes the tack for the staysail, which is fixed, and the forestay and forestay release lever. Further it includes a runway for the anchor chain which feeds from the anchor winch below deck through the walkway and over a roller. Tension on the bob stay is adjusted with a semi-permanent locking nut arrangement which eliminates a turnbuckle. It also includes Swedish hooks for the foreguys and main boom preventer block when used.

3. The headstays are of 9/16-in. stainless and have a unique machined part shown in the photo which allows the headsails to secure to the stay with "Grantish hooks." Thus the peak of the sail is brought out of the sail bag and hoisted, each hook fitting into the groove as the sail rises. The hooks are secured to the sail just as snap hooks are, but cannot jam or stick. The sail is lowered in the same manner, tack first into the bag. A winch in the integral bow sprit assembly takes up strain on whichever headstay is in use, at the same time slacking off the other.

4. The ½-in. stainless forestay is on a lever, and when in the released position is carried aft where it secures with a hifield lever and actually takes strain in a working position. *Nam Sang* also uses a permanent ½-in. stainless sub-forestay in lieu of forward ground shrouds. The owner feels that it is easier to tack the large headsails around the sub-forestay than the forward ground shrouds. This stay then takes the pull of the mainsail aft. It also provides a refuge for men working on the foredeck.

All rigging photos by Laursen

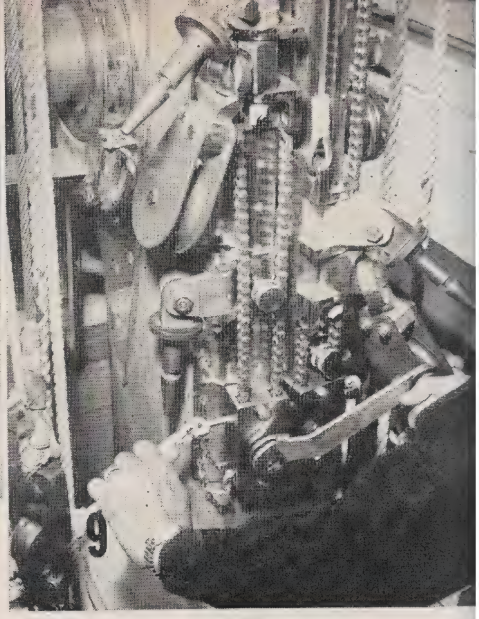
EVERYONE knows that equipment and rigging are two of the big factors in winning today's modern ocean races. That they aren't the only ones is equally apparent, for a good skipper and crew are just as important as is a good boat—and a goodly share of that elusive element, fortune. Any boat that can shuffle these factors together and come up with a favorable rating under the Cruising Club of America rule is very likely to be a winner.

One boat that combines a fair share of all these elements is the 66-ft. cutter *Nam Sang* owned by Louis Statham of Beverly Hills. She hails from Long Beach Marina, but will soon be seen in action in match races on San Francisco Bay during the PCYA regatta Aug. 11-17 against Tim Moseley's cutter *Orient* and other boats. She has amassed a most excellent record, perhaps the most impressive of which is her recent win in the 1958 Ensenada race where she finished first on elapsed and corrected time among a field of 283 ocean racing and arbitrary boats.

That she should save her time—indeed, finish first—is remarkable

5-6. *Nam Sang* has a special stainless steel forward hatch which includes three of the 31 winches aboard the boat. Forward are the two outhaul winches as well as the main boom preventer winch. It also features four cleats and a mammoth Dorade-type ventilator. Just below is the anchor windlass. Inside the hatch are four hooks to which the sail bags secure by straps, facilitating bagging and setting the sails. Each sail is indicated not only by a color (i.e. blue patch for genoa), but a differently shaped patch (square blue for heavy genny, round blue for light genny) to indicate the weight of the sail. Each sail bag has five handles.

7-8. The spinnaker poles are fitted with a stainless plate with four Swedish hooks for the wire afterguy, foreguy, downguy and outhaul block. A sliding bal-lok pin secures the poles to their stowed position.



9. The forepart of the mast is literally a maze of mechanical chains, fittings and blocks. Each pole has a separate spinnaker track with stainless bicycle chain to raise and lower both pole fittings. You can see the pin that releases the track mechanism. The top fitting is the spinnaker pole spike, the next the outhaul, and the lower the reaching strut spike. The spinnaker track and the main boom gooseneck are bolted together, all part of the integral support design.

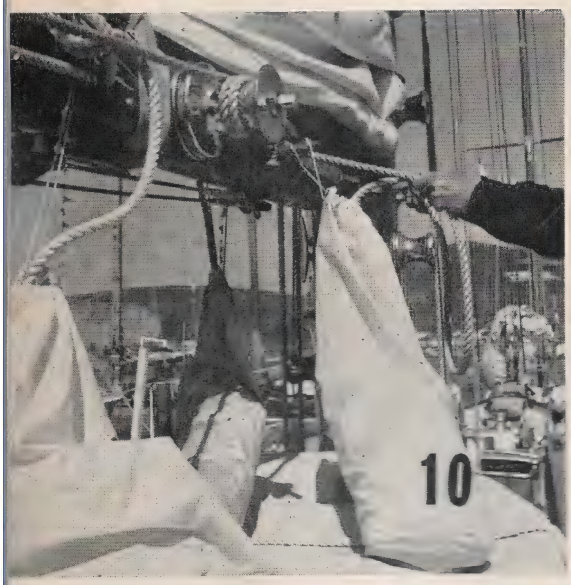
when you consider that she made this showing in a race that was admittedly slanted wind-wise to the divided rig boats. Witness the fact that 12 of the 25 ocean racing division winners were yawls and three others schooners. Also that she even beat the catamaran *Aikane* which last year set a new elapsed time record for the race.

Nam Sang was a consistent threat in the 1956 Acapulco race and was fourth on elapsed time and second overall in the 1957 Ensenada race. She took Class A and was third overall in the 1957 Honolulu race. She has made these showings with a cutter rig and is known as a boat that can carry her spinnaker earlier and longer than most of the fleet; also as one that carries some of the largest headsails for her size that Ken Watts ever designed.

Of course it should be added that the above races are all really downwind slides. It will be interesting to follow her record in triangular racing. We know for sure that she can run, but what can she do in the Whitney Hi-point ocean racing series? We have yet to find out, for she wasn't in action in enough races in the 1957 series and results for 1958 are as yet inconclusive.

But *Nam Sang* wasn't designed as a cutter. She was built and rigged as a ketch in 1936 by James E. Graves Inc. at Marblehead, Mass., designed by Belknap & Paine. She was brought to the West Coast in 1938 and has been known as a husky and able boat. In 1954 she was purchased by Mr. Statham and has undergone a number of changes including her conversion to a cutter. The owner, with Ted Carpentier and Ed Grant, removed some 6000 lbs. of lead from her keel aft in 1955 at Lido Shipyard. This changed her trim 15 in. at waterline. In early 1957 as part of the overall plan, 5000 lbs. of lead were added forward at San Pedro Boat Works. At the same time her rig was changed.

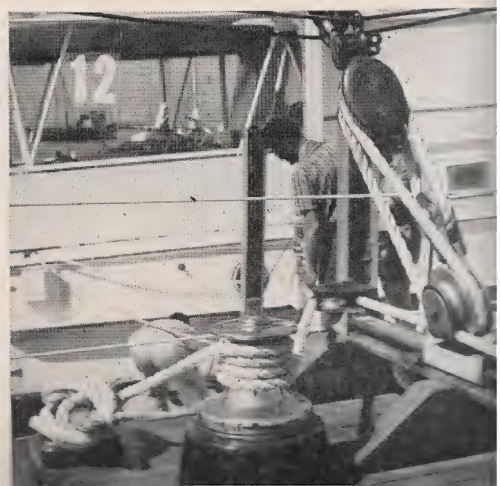
In this day and age the conversion of a boat from divided rig to

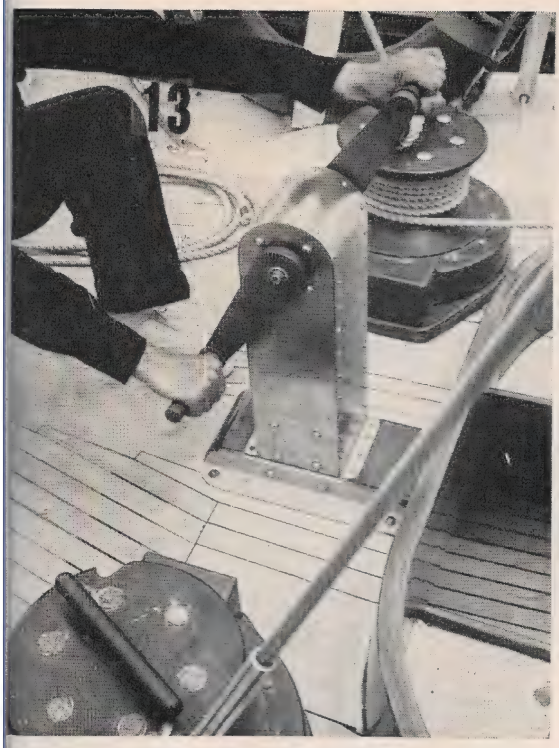


10. The main boom winches and fittings show continued use of tinted line to designate all halyards and sheets. They, too, secure with Swedish hooks. Note the bags permanently secured to the boom to hold the free ends of the lines.

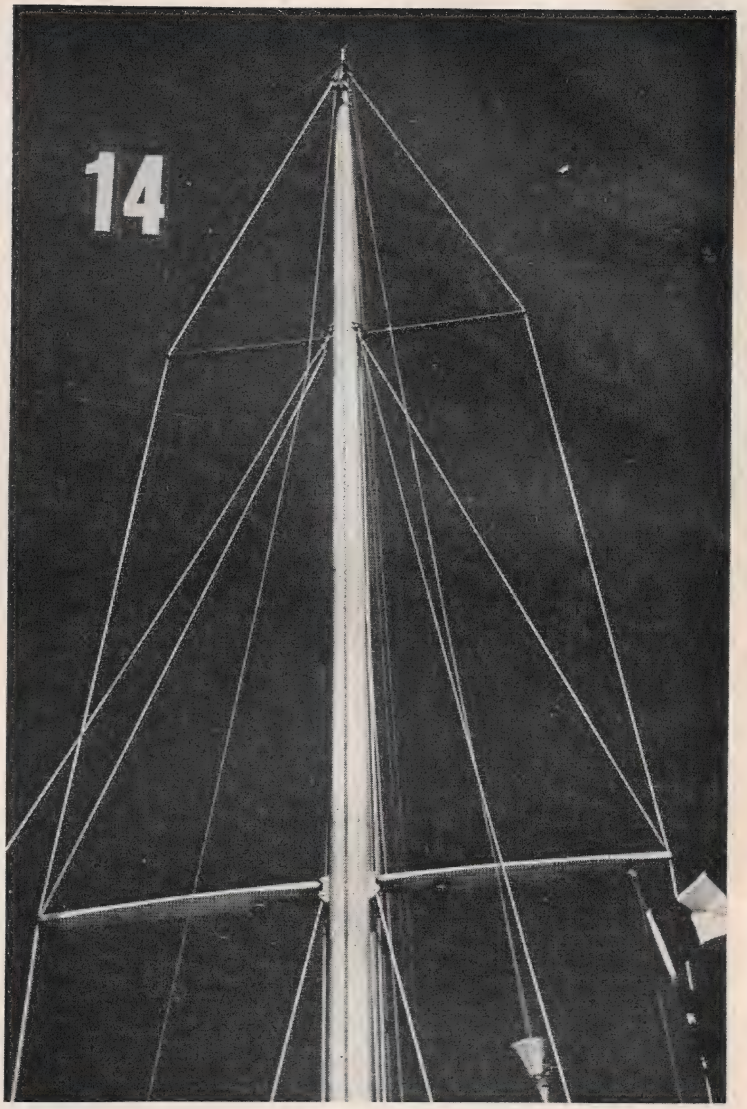
11. The back stay runners are fitted with lever and track for fast single action adjustment. You can see the winch astern to help if need be. The runners are carried forward to the shroud with a safety hook when not in use.

12. The main sheet secures through a kopacetic set of blocks to the main sheet track and thence to a winch. This allows the main to be trimmed flat at an optional angle of main boom. A further winch is being added to bring the arrangement inboard from the outboard reaching position when coming on the wind.





13. The genoa winches are connected with hypoid automotive gears, full ball bearing to the center line bicycle winch which controls either the port or starboard genoa winch, depending on the directional rotation of the bicycle. The genoa winches are of 75 ST aluminum alloy, hard anodized with sapphire coating. There is no load-lowering device added, but the owner feels that the special arbitrary curve designed into the winch barrel enables safe load lowering without the backup feature on the winch.



14. *Nam Sang* uses single ½-in. stainless ground shrouds secured to 12-ft. chain plates, ½x3-in. monel, lapped under the mast step and bolted to the lead keel with two 1⅜-in. monel bolts. Heading up from the deck, the lower spreaders swing fore and aft, prevented from swinging by the catenary of the shroud system. The lower spreader inboard end fitting is also the support for the lower ground shroud and also supports the sub forestay. The outboard fitting is of the same metal as the genoa winches and clamps the intermediate shrouds while the cap shroud slides through it. This constitutes a completely faired spreader, which will not catch light sails.

The upper spreader fitting is a steel barrel dropped over the masthead with attached ears to accommodate the intermediate shrouds, the forestay, the running backstays and the articulating upper spreaders. These spreaders are of hard anodized 61 ST tubing with completely faired spreader end clamp. They will articulate 30 degrees fore and aft, and thus take up the pressure of the mainsail when running free on the catenary, rather than twisting the mast. The mast head is another specially welded fitting which contains an articulating spinnaker halyard block which is at maximum measured height and yet does not have to be placed above or below the headstay to avoid chaffing. (*Nam Sang* carries only one spinnaker halyard.) The halyard passes down through the support bearing and therefore does not precess. Another innovation is the reaching strut. Everyone has trouble reaching with a spinnaker, for as the wind hauls forward, the pole must be close to or against the headstay, and at the same time the afterguy presses against the shrouds. The reaching strut secures to the mast and forces the afterguy off the shrouds.

cutter is admittedly contrary to the trend. More and more boats are built as yawls and ketches to take advantage of the "free" mizzen staysail under the rule, and further to decrease the size of the sails for racing-cruising purposes. But Mr. Statham, after much consideration, decided to remove the mizzen. He felt that the added drag of the mizzen as well as the peculiarities of the mizzen staysail and their interference under certain points of sail with the main and fore triangle offset their value. He increased the mast four feet and at the same time split the permanent back stay so it secured both port and starboard aft to special chain plates thus allowing the rerigging of a mizzen if a future owner should so desire.

At the same time he and Ed Grant have spent a great deal of thought and planning on the boat to make her rigging and equipment the finest. Today there is no doubt but that the boat features a number of innovations, many extremely costly. But there is also no doubt but that they are adding much to our overall knowledge of speed with safety under sail.

"The boards came off these logs with thick ends and thin ends; some were thick at the ends and thick in the middle."

I Determined to BUILD My Boat

By R. H. DEURMYER

I HAVE always been a dreamer—even as a small boy I read every book on adventure I could get my hands on. Slocum and Pidgeon were my idols. I knew that some day I would have to have a boat to sail the seven seas.

After World War II I went into the chicken business, producing commercial eggs. I found that I had a few hours each day during which there was nothing to do. So I decided that this was the time to build my boat. I wrote to several designers about plans. I wanted a schooner at first, but finally decided on a yawl with a centerboard. I found a very nice boat from the board of John G. Alden of Boston, Mass. She is 36 ft. overall, 27 ft. on the waterline with an 11 ft. 6 in. beam. She only draws 3 ft. 10 in. with the board up.

After studying the plans I set about making up a lumber list. The plans called for white oak keel and frames; and here was where I planned to make my first big saving in cost. There is some very good white oak here in western Oregon, if you know where to find it. There was some on a ridge not far from home. So I made a deal with the man who owned it and started to cut.

The hillside was so steep that when the trees were cut they would roll and slide to the bottom of the hill. The road was at the bottom of the hill, so all I had to do was roll the logs on the truck and send them to the mill. Having no truck of my own, I hired a man to haul the logs for me. We would load the truck with logs—then while the truck was gone I would cut more trees. After the third load was on its way to the mill I thought I had enough oak to build the boat, so I drove to the mill to see when the lumber would be ready.

Now in Oregon all of the sawmills cut Douglas fir trees and use a pond to dump the logs. This mill was no exception; it had a pond too. This would have been all right but for the fact that oak logs are so heavy that they sink like a rock. My logs sank and the pond was too deep to retrieve them. As far as I know that oak is still there—three truck loads of it! I felt that no one had ever lost so much. I was a little discouraged at this point, but I was still determined to build my boat.

A search was started for more oak. I found some very good oak in a creek bottom and made a deal for it. I then started to look for a sawmill that didn't have a pond. There wasn't any to be found; so I decided to buy a small sawmill, set it up at home and cut the oak myself. I went shopping for a small used mill and found one that the owner agreed to part with for $1200.

Now the readers of this story may think that $1200 is a lot of money to pay for a mill just to saw a little oak. But I knew the lumber market was on the upswing and with a little luck I would be able to sell it for as much as I had given for it. After I had finished with it, I did just that.

Now it seems that I didn't know all there is to know about sawing lumber. That sawing was an education in itself. The boards came off those straight logs with thick ends and thin ends. Then for a change they would be thick on both ends and thin in the middle and some even had lumps in the middle. Once the saw wobbled the whole length of the log and the board looked like an accordion. I eventually finished sawing all the logs, and even after discarding the boards that I couldn't use, I thought there was enough lumber to build the boat.

The keel piece had to be 27 ft. long and I could only cut 16-ft. logs on the mill, so the log that was

to make the keel was hauled to another sawmill. There we tore the boards off the end of the mill to get the log on the carriage without going through the pond. After a lot of fuss we did get it sawed and hauled home to season. The oak was piled with sticks between the boards so the air could circulate and was left to season for three years.

Now I turned to the task of getting the lumber for planking and decking. For this I had decided on the use of Douglas fir. To get the good dense-grain fir, it would have to come from the old-growth trees, and they were too large to saw on my little mill. I made a trip up the McKenzie River where I found a sawmill that sawed old-growth trees in lengths up to 26 feet. The owner agreed to sell me the lumber that I would need and allowed me to stand on the green chain and pick the cant. I got all the lumber that I would need and had it hauled to Eugene, where it was sawed, and then transported home to dry.

After letting the lumber season for three years I was ready to start construction of the boat; but I hadn't reckoned with the flies that lay their eggs on the bark of oak trees. As the oak had been flitch-sawn, there was bark on each board and the flies had laid their eggs on the bark. The eggs turned into worms and those worms surely did like my boat lumber. Almost a third of the oak was lost to worms. I learned never to leave the bark on flitch-sawn lumber.

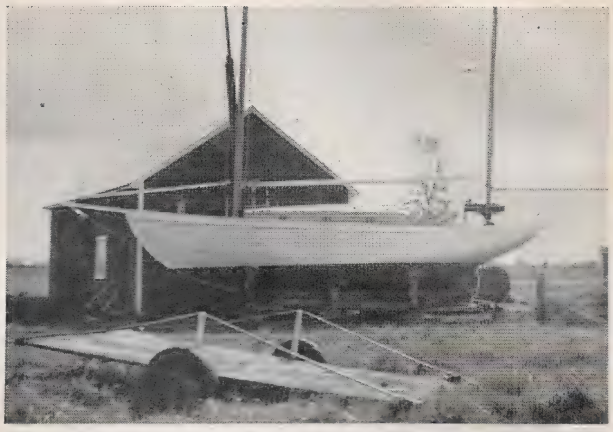
I now had to find more oak. This time it would have to be partially seasoned or I would have to wait another year or so to start the building. After combing the hills and creek bottoms, I found a large white oak tree that a farmer had cut two years before. He agreed to sell it to me. I had this tremendous tree hauled home and sawed it into lumber. That tree made some of the finest lumber money could buy. Some of it was used for the stem of the boat.

While waiting the three years for the lumber to season I had been studying the construction of a boat this size. For reference I used a copy of "Boatbuilding" by Chapelle. This book covers all the phases of boatbuilding and, whatever the problem, it had the answer.

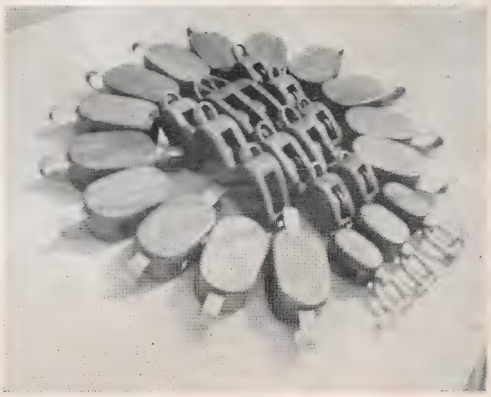
The actual construction of a boat makes very dry reading material. So I'll skip that and only mention a few of the things I did. After studying the plans, I figured out what bolts would be needed and proceeded to make them up. The bolts I made out of cold-rolled shafting and then had them galvanized. This took a lot of time but surely saved me a tidy sum.

When the hull was planked and sanded I decided to try my hand at caulking. First I made up some caulking tools, then bought the cotton and went to work. I finished that job in 12 days. It surely did look nice too.

The booms and masts are made out of some old timbers from an old dismantled sawmill. The timbers were tough-lookers on the outside, but the inside was the finest dense-grain old fir lumber that I have seen.



She is a 38-ft. Alden yawl. Now that I have her finished we'll be leaving for Alaska on her maiden voyage.



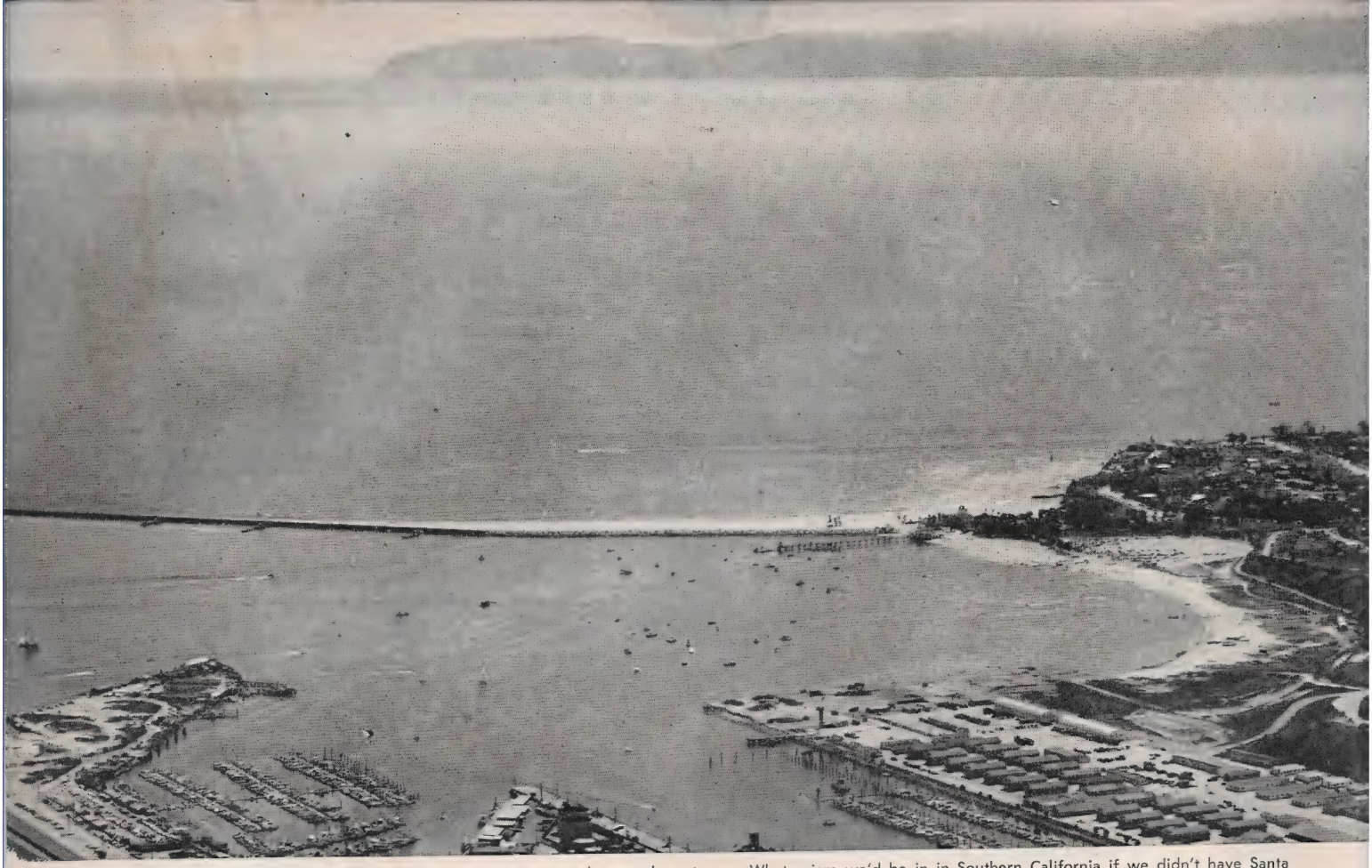
I made up 33 blocks, rope size ⅜ to ¾ in.

There was a lot of waste in the making of the booms. For example, the main boom is 4 in. in diameter at the largest point and 21 ft. long. This boom was cut out of the center of a timber 8-by-10-in. by 24-ft. long. The other booms were made the same way.

All of the hardware for the boat I made up in the shop, then had it galvanized. The blocks were also made up in the shop. I made up 33 of them—rope size, ⅜ to ¾ in.—and the lot of them cost less than $10! For the sails I bought 12-oz. sail cloth, borrowed a sewing machine from a friend and bought a book on sailmaking. After a little study and a lot of tedious sewing the sails were completed.

As a final touch I decided to make the champagne with which to christen the boat. I got some grapes from a neighbor and, using a friend's recipe, made the champagne and bottled it. I don't expect it to fizz as much as champagne bought at the store, but I don't believe that the boat will suffer because of it. About the only thing on the boat that wasn't made in the shop is the motor. It is a Graymarine, with a two to one reduction gear.

In conclusion, I wish to state that these six years were happy and rewarding years. I made a lot of friends and acquired an education as well. Now that I have my boat *Mari-Mari* (Polynesian for water water), we'll be leaving for Alaska on her maiden voyage. With a little luck you'll hear from us when we return. So long!



It seems only elementary that to go cruising you need somewhere to go. What a jam we'd be in in Southern California if we didn't have Santa Catalina Island. Sometimes it appears only a stone's throw away.

Photos by Merrick

Cruising th

You'll Want To Read

The Islands and Ports of California

By DUNCAN GLEASON

There have been many books written about California, mostly historical. Others contain information about the coast and the offshore islands. But there has never been a book—until now—that combined both so well as "The Islands and Ports of California." Nor one that included so many fine reproductions and sketches, for its author is an artist of renown.

Readers of this magazine will remember Duncan Gleason very well. His sketches of sailing ships and their rigging are surpassed by few. You will delight in pen drawings of Drake's *Golden Hinde* and the clipper ship *Young America*. The reproduction of *Flying Cloud*, with all sail set including stuns'ls, bowling along in a strong breeze is worth the price of the book alone. Other sketches and reproductions follow this history of California from the caravels of Cabrillo to the *California*, the first steamer to arrive in San Francisco under her own power on Feb. 28, 1849.

The book is in two parts, Book I dealing with the Islands of California and Book II covering the earliest history of the Ports. The author is a native Californian and a real boating enthusiast, owner of the Seabird yawl *Dorothy G.* He has visited almost all of the offshore islands himself, so his book includes many notes on cruising.

Book I starts with Catalina Island, skillfully blending history and practical information as the reader cruises north through the Channel Islands ending at the Farallones off San Francisco.

Book II starts with the authentic history of the Port of San Diego, from the visits of Cabrillo in 1542, Viscaino in 1602 and later the coming of Fra Junipero Serra. Events continue right up to the present day, with accounts of the trials of the early yacht clubs. In interesting succession follow accounts of Newport Harbor and the San Pedro-Long Beach area. The book tells of Phineas Banning and how the breakwater turned the open roadstead into the safe and growing harbor it is today.

We touch the smaller ports as we proceed to Santa Barbara. He mentions the fiestas at Santa Barbara and pictures the gay life of the citizens under Mexican rule. The same spirit exists today in the Semana Nautica celebration. Monterey is our next port of call, Point Conception, Port San Luis and Morrow Bay touched en route. And finally the reader enters San Francisco. The story of the golden city is the story of California itself. Hundreds of ships were deserted in the gold rush, and still today many lie in ruin. Some were turned into hotels and the others prison hulks.

It is a wonderful tale. We do not hesitate to recommend this book to everyone. It should be aboard every cruising vessel, for it is as up to date as tomorrow's newspaper and will augment your cruising pleasure wherever you go.—S. R. (It is published by Devin-Adair Co., New York. Write Book Rack, SEA AND PACIFIC MOTOR BOAT, 500 Howard St., San Francisco 5, California. $8.50.)

Offshore Islands

By STEWART ROBERTSON

Ed. Note—From Panama to Alaska the West Coast offers a maze of conflicting promises when it comes to harbors and places to cruise. In only a few hundred miles of shoreline you can pass from myriads of harbors and islands to a rugged impenetrable coast. But it is the islands that bring the glory to cruising. There is something about an island—the promise of a new cove, the desire for exploration—that has a great influence on boating. It seems as if every harbor has its island, some near at hand, some far off in the distance. You never tire of them, for you never really get to know them. They are honestly only excuses to go boating.

From time to time we hope to tell you of some of these islands. One showed up where it was needed the most, Santa Catalina Island, and we shall start our tales with her. Stewart Robertson probably knows her as well as any man and she probably knows his boat, the 38-ft. double-ended ketch Scotia, *equally as well. He has been cruising these waters for 35 years.*

Part I

SANTA CATALINA ISLAND is probably the most widely known island on the entire Pacific Coast and probably the most avidly used by boating people all year long. It lies just over 20 miles from Los Angeles light and is a haven for both power and sail alike. But it has never been taken lightly by boatmen for in between is the Catalina channel.

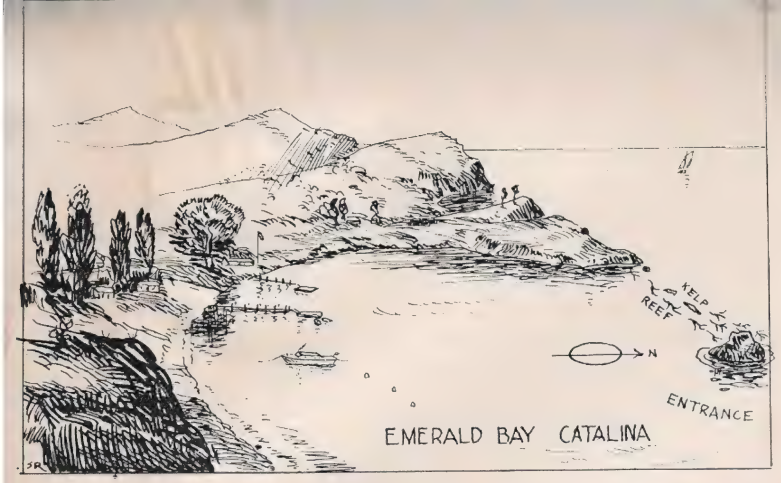
Placid as the snow at times, it can become the most devilish of demons and has a chop all its own. To the wise seafarer who treats it with respect, it is the bellwether of the cruise. For it is the Pacific itself, not just some reservoir or stream, and it has its vagaries born of the unfathomable mysteries of the sea.

Catalina has been a big factor in yachting ever since the 'nineties. In 1919 William Wrigley Jr. bought the island from the Bannings and its development became his hobby. He did not wish it to become a sideshow but rather to develop its natural resources and make them available to all. In 1924 the very successful Catalina Island Yacht Club was formed with its clubhouse at Avalon. There, too, is the Tuna Club, the daddy of all fishing clubs on the coast.

But even more important was the fact that the Wrigley interests saw fit to lease many of the coves to organized boating. The island abounds in coves on its mainland side, many of them well protected against all but a southeast storm. In effect this gives many of the clubs an island station where their members may purchase moorings. I have spent my entire life cruising Catalina waters, and there has never been a time that I have not found something new and remarkable during each visit.

Whenever I have the time, I like to go around the island, stopping each night at one of the coves. You can start wherever the westerly allows you a landfall; or if you are on a power boat, wherever you choose to head. Avalon is certainly one of the most popular sites. On Memorial Day week end the harbor was so

The ocean side of Catalina is little known to most boating people. But it holds one of the nicest harbors of them all, Little Harbor. Three miles to the north is Catalina Harbor, protected against almost any combination of wind and sea.



crowded people had to be turned away. For moorage is limited. The harbormaster makes a service charge of $3.00 for the first day and $1.00 per day thereafter. On Labor Day you'll probably have to drop the anchor outside.

Lover's Cove is just east of Avalon, but the water is around 60 ft. deep. If you have to anchor, you want to put out plenty of scope and should carry 200 ft. of line with an anchor of suitable weight. There is also an anchorage just to the west in front of St. Catherine's Hotel, but again this bight is quite unprotected.

Just to the west is the old flying boat landing now used for storage. About two miles further is Toyon Bay developed after World War II as a first class resort. Word has been received that a group of yachtsmen have reopened this facility and plan to operate it as the Toyon Boat Club.

Continuing to windward Moonstone Cove has moorings for yachts but the beach is leased to the Newport Harbor Yacht Club. As in the other coves the moorings are privately owned and may be used by visiting yachts if not occupied. But someone capable of moving the vessel should be on board at all times, for the mooring must be vacated should the rightful owner appear.

Since the Island is privately owned, the Wrigley Co. has seen fit to establish a landing fee to help pay the costs of upkeep and operation. As a consequence no landing is permitted (except at Avalon) without paying a fee of $2.00 per adult and $1.00 per child under 15 for 24 hours. If a boatowner visits the island reguarly he may buy a landing permit for $20.00 which enables himself and four guests to go ashore anywhere the beach is not leased for that year.

White's Cove is leased. Then comes Buttonshell. This cove lies in the lee of Long Point on which is located one of the island's three lights. Goat Harbor is a sheltered cove easily identified by the large monolithic rock in its westernmost end. It has a sandy beach, good holding ground and good shelter provided by the high cliff.

Hunting is not permitted on the island. It is a part of Los Angeles County and the Sheriff's department has jurisdiction there. The County Forestry Department maintains the fire breaks and State Fish and Game Commission regulations apply.

Where the high cliffs end and the shore line becomes a gentle slope is Empire Landing. This little indentation will give shelter to two or three vessels. On the beach is a large rock with "Sirocco" painted on it, a reminder of Errol Flynn who used to visit it when he owned the 74-ft. ketch.

A mile westward is the active rock quarry operated by the Graham Brothers of Los Angeles. Rock is hauled on barges to the mainland and if you are under sail, you have to look sharply to watch for these towing lines. The best time to find a barge is when you are racing, trying to lay some particular point. One is sure to pass in front of you with an exceptionally long tow. Just past this quarry are the remains of the older quarry where the rock was obtained for the core of the Los Angeles harbor breakwater.

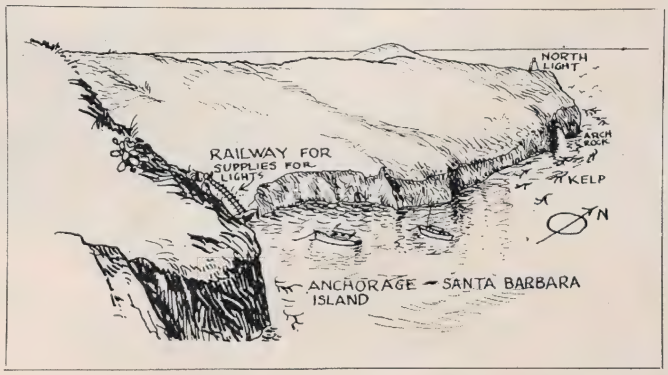
From Blue Cavern Point the Isthmus opens into view. At the point is a cave which has entrances both from the north and from the west. When the Bannings owned the Island, one brother, Judge J. B. Banning, wished to make the Isthmus the resort center for the Island and built his home there. The other brother thought Avalon was better situated. Both built wooden piers about 1903 but Captain William Banning built the steamer which ran to Avalon—and that settled *that*.

The first bight is Fisherman's Cove, but it is exposed to westerly swells. The bottom is rock and one may easily lose an anchor there. You might try to buoy your anchor from the crown, so that it can be hauled out should the flukes jam under a rock. Interesting limestone caves line the south side of the Cove.

Bird Rock guards the entrance to the Isthmus. One mile seaward is Ship Rock which has a flashing white light. Parallel to and about 500 yards south of Bird Rock is a reef, partly uncovered at low water, marked by a flashing red buoy at its eastern end and an unlit black can buoy at its western end. A "special providence" takes care of boat owners who do not know a buoy from a mountain goat and pass repeatedly *between* the buoys.

Isthmus Cove can hold about 500 boats and there are moorings for about 100. Several are maintained by the Isthmus Mooring Service for rental to visiting vessels. There is a store here from which ice and supplies can be had and gasoline purchased in five-gallon cans. Eel grass lines the bottom of an area outside the mooring buoy line to the east of the pier. This

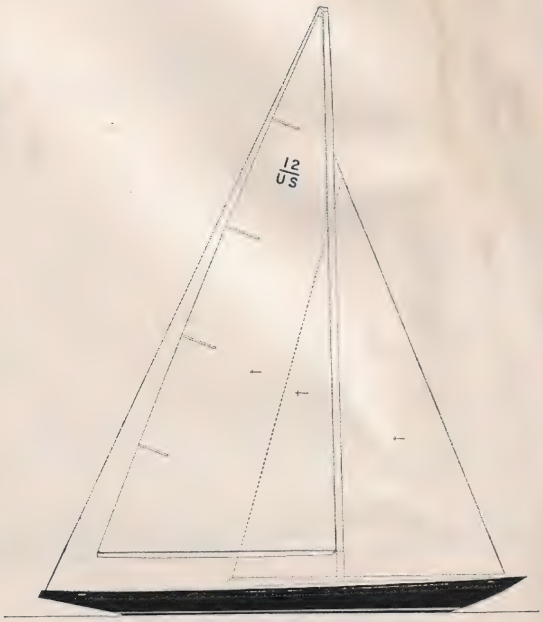
(Continued on Page 91)



The Great Day Approaches

Columbia

The cause of it all—
The America's Cup



Weatherly

IN THE JUNE issue of SEA AND PACIFIC MOTOR BOAT we told you that England's challenger for the America's Cup, the 72-ft. 12-metre yacht *Sceptre* had been launched by a syndicate of Royal Yacht Squadron members. On this page are two of the American candidates for the right to defend that cup and a picture of the cup itself. They are *Columbia*, designed by Olin Stephsen and built at Nevins, City Island, N. Y. for the Sears Syndicate, and *Weatherly*, designed by Philip Rhodes and built by Luders Marine Construction Co., Stamford, Conn. for the Mercer Syndicate.

These two boats along with *Vim*, now owned by John Matthews (designed by Olin Stephens and built in 1939) and *Easterner*, a new 12 designed by Ray Hunt for Chandler Hovey and building at Grave's Yacht Yard, Marblehead, Mass., will compete for the honor to defend the Cup for the New York Yacht Club.

For a long while there was hope a West Coast entry would be among the defenders. Several yachtsmen had considered building 12s. However, nothing materalized but it is hoped that before the next America's Cup defense, there will be a West Coast boat in competition.

One week before the start of the Cup Series Sept. 20, the NYYC Cup Committee under Commodore W. A. W. Stewart will notify the owner or head of the syndicate of one of these boats that he and his crew have been honored by selection as defender. In the meantime it will be most interesting to watch the results of the pre-selection contests of this 17th defense of the Cup.

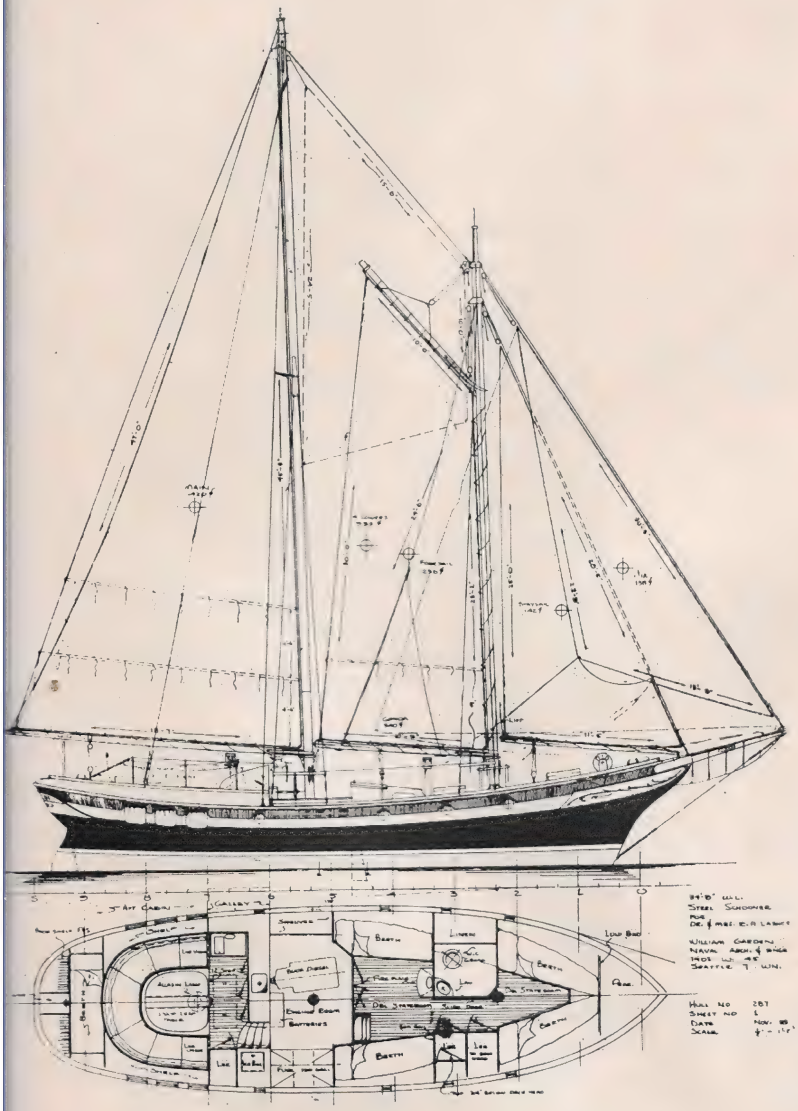
COMPARISON OF THE YACHTS

	Sceptre	*Weatherly*	*Easterner*	*Vim*	*Columbia*
LOA	70′	69′	65′	69′7″	69′7″
LWL	44′	45′6″	45′	45′	45′
Beam	11′10″	11′10½″	11′10″	12′	12′
Draft	9′	8′11″	8′10″	8′11″	8′11″
Sail Area (sq. ft.)	2000	1905	1930	1916	1916
Displacement (lbs.)	68,000	57,000	55,000	56,900	51,500
Launching Date	April 2	June 1	July 1	1939	May 15
Designer	David Boyd	Philip L. Rhodes	Raymond Hunt	Olin Stephens	Olin Stephens
Builder	Robertson, Sandbank	Luders Marine, Stamford	Graves, Marblehead	Nevins, City Island	Nevins, City Island
Owner	Royal Yacht Squadron Synd.	Mercer-Walsh-Frese Synd.	Chandler-Hovey Synd.	John M. Matthews	Sears-Cunningham-Lambert Synd.

SEQUIN - - -

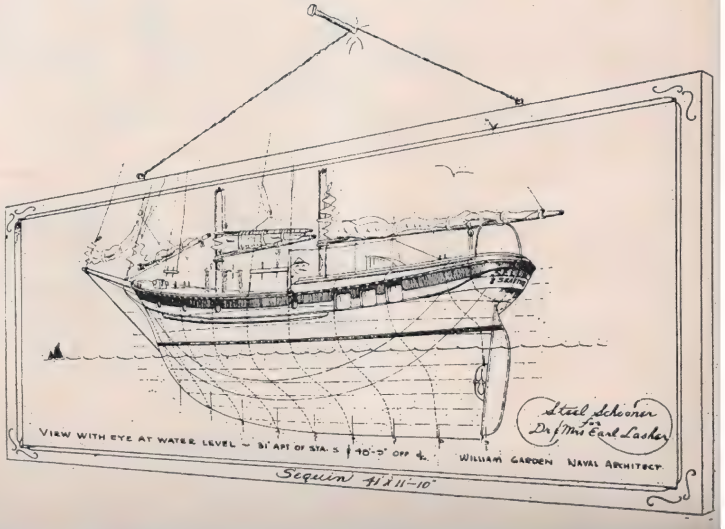
A Real Stern Cruiser

Sequin attracts a tremendous amount of attention.
Krantz



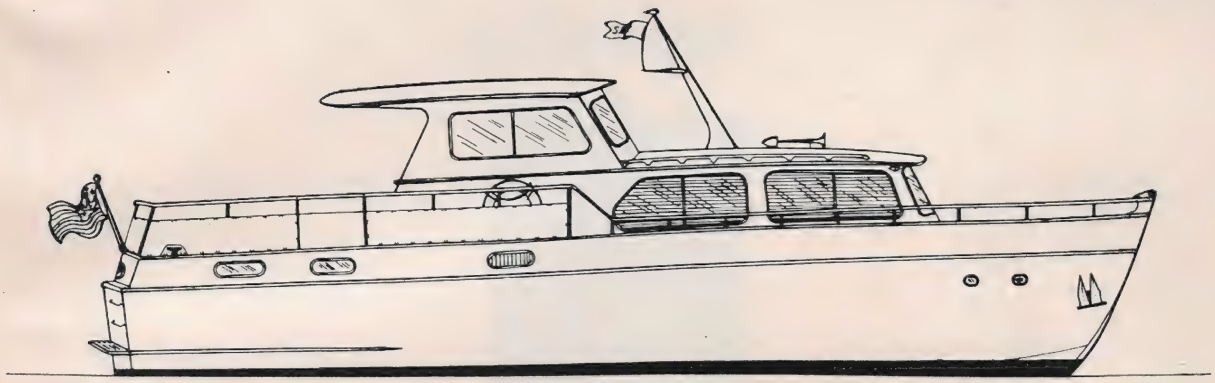
HERE is a boat that has caused a great deal of favorable comment in the Northwest. She is the 41-ft. steel schooner *Sequin*, built for Dr. and Mrs. Earl Lasher by Duwamish Welding Co. of Seattle from the boards of William Garden. The boat was launched in 1954, but turned over to the owner in the hull-and-deck-only stage. Since then the doctor has been going through the monumental task of completing the job.

She was finally outfitted last year and put into commission for the summer. As you can see, she is a very comfortable boat, particularly with her roomy stern cabin. She is bound to breed a bit of envy in anyone who comes across her. Her midships cockpit and forward staterooms make the boat extremely livable and shippy. *Sequin* is only 34 ft. 8 in. on the waterline, 11 ft. 10 in. on the beam. She draws slightly over 6 ft. of water. Her hull is of 3/16-in. steel plate, as is her deck. Power is a Buda diesel.



The Santa Barbara 46

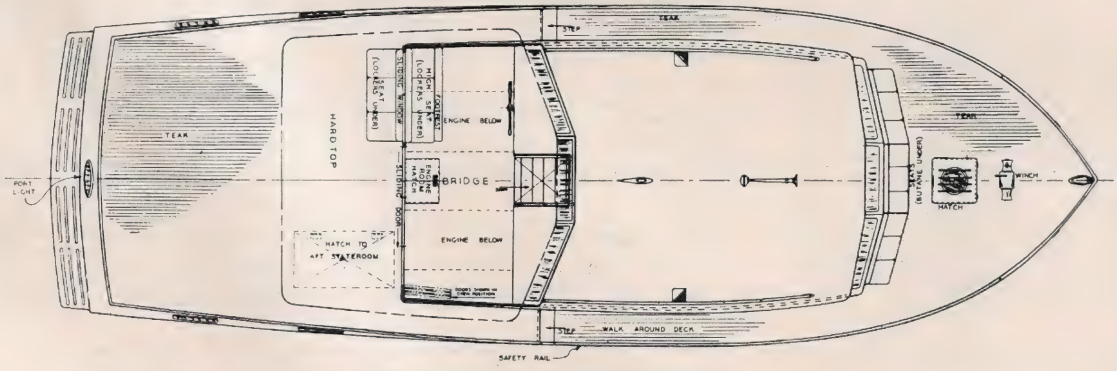
LOA	45′ 10″
Beam	14′ 10″
Draft	3′ 6″

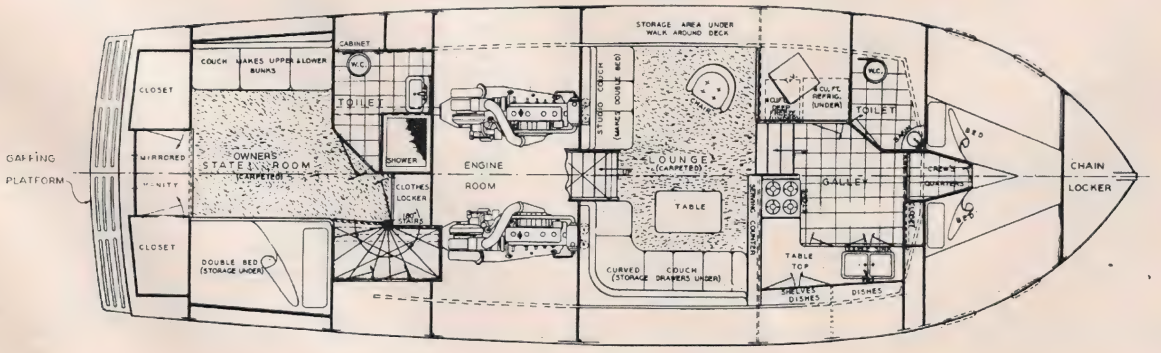


CORINTIAN LTDA. in Ensenada, Mexico is building two of these able 46-ft. cruisers designed by Arco Ltd. in Holland for Santa Barbara Yachts Inc., Santa Barbara, Calif., the exclusive United States distributor for Corintian. The boat was designed around the U.S.N. picket boat type of hull and is extremely roomy. She is powered with twin Mercedes-Benz turbocharged 150-hp diesels driving through 1.5 to 1 reduction gearing and hydraulic reverse gear.

One of the excellent features of the boat is the 500-mile cruising range at 15 knot cruising speed, for the boat carries 500 gal. of fuel. The hull is double planked of ¾-in. Philippine mahogany bonded on ⅜-in. marine plywood with PRC compound. Fastenings are of Everdur, decks of teak. The owner's cabin aft is extremely roomy and will accommodate four and the owner's bathroom aft is just that, including a shower. The salon has a sofa bed, and there are also berths forward.

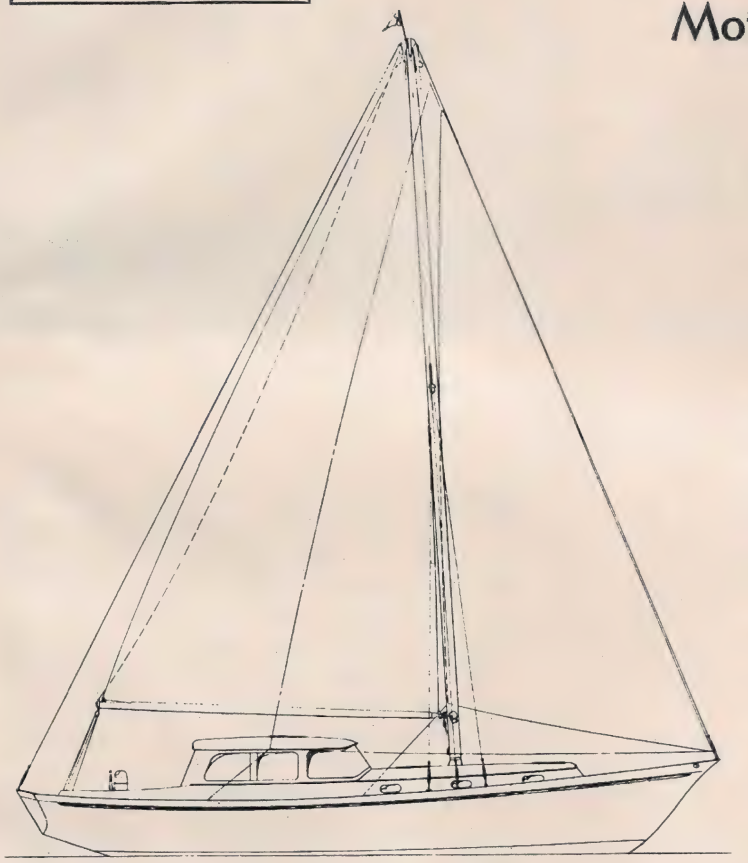
For more information write John L. Hooper, Santa Barbara Yachts Inc., 1031 Alston Road, Santa Barbara, Calif.

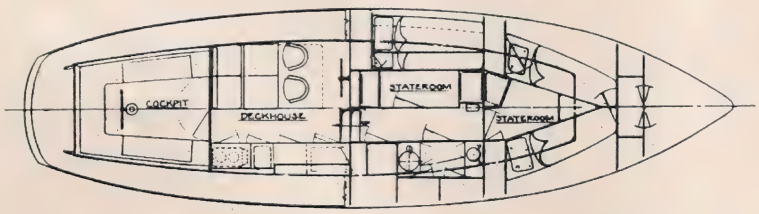


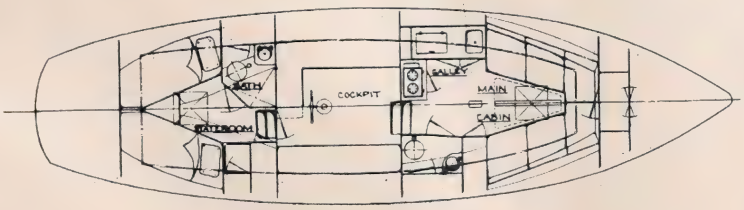


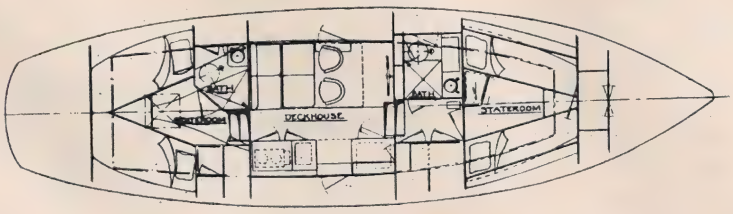
LOA 41′
LWL 30′
Beam 11′ 8″
Draft 4′ 1″
Displacement 19,750 lbs.
Sail area 648 sq. ft.
CCA rating 24.0

Two Alden Motor-sailers Building









Two of the new Alden 41-ft. Wes'Coaster motorsailers have been purchased from Jerome Robinson, west coast John G. Alden & Co. representative, and are under construction at the yard of Dittmar & Donaldson, Costa Mesa, Calif. The new owners are Axel Stordahl of Los Angeles and Dr. Marshall Carter of Palo Alto. The boats will be delivered later in the year.

Both boats will be powered with Mercedes-Benz OM 636 diesels with 2: 1 Paragon reverse and reduction gears. They have two steering stations, one aft and one in the large deckhouse. It is estimated that the boat will cruise at eight knots. The accommodations are particularly interesting. The large cockpit aft leads into the deckhouse with galley. Forward is a midships stateroom with head, and in the bow a second stateroom.

Construction is excellent, with Everdur fastenings and lead keel. Oak is used for the frames, floors, stem, forefoot, keel, sternpost and horn timbers. The boat will be mahogany strip-planked, edge-nailed. Mast and boom are of Sitka spruce. A large amount of equipment is furnished, including Raytheon radiotelephone and fathometer, RCA radio direction finder, Hill-Cunningham automatic pilot, Danforth anchor, Kelvin-White compass, 10-knot Kenyon and more.

The Wes'Coaster shows the wholesome lines developed by Alden under the Ocean Racing rule. Motorsailers are especially popular on the West Coast, particularly in California where the shore line is devoid of harbors sometimes for long stretches. There it is that the more powerful engine and increased fuel capacity come into their own. This boat will carry two 80-gal. fuel tanks and two 50-gal. water tanks, all of Monel.

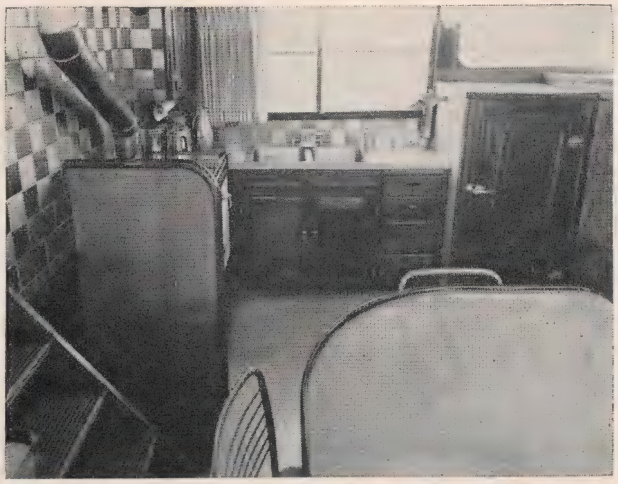
Other models are available with varying accommodations. One has cockpit amidships and stern cabin aft. A second features a stateroom aft with enclosed deckhouse.

Marine Construction & Design Co. of Seattle, Wash. has delivered this 61-ft. motor yacht to Fred Dobbs, president of Coolidge Propeller Co., Seattle. She was designed by Dobbs, Mike Shane and the builders to provide an easily driven hull. She will do 15 knots and cruises at 12 easily. *Copro III* has two commodious guest staterooms as well as the owner's stateroom, each with private bath. She is one of the finest yachts built in the Northwest in recent years.

— Ray Krantz

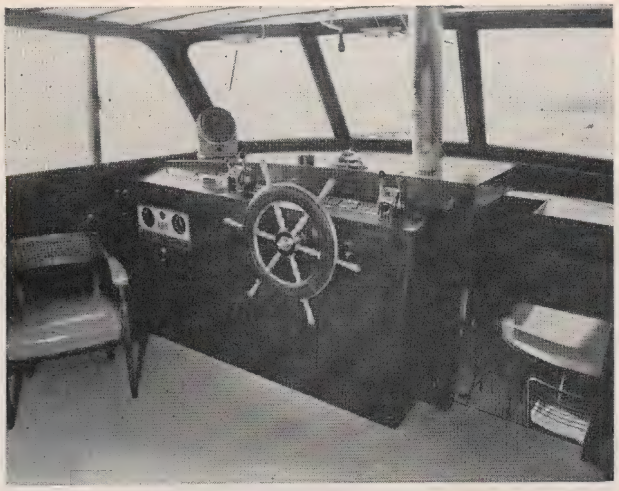
Copro III . . .

61-ft. motor cruiser for Fred Dobbs

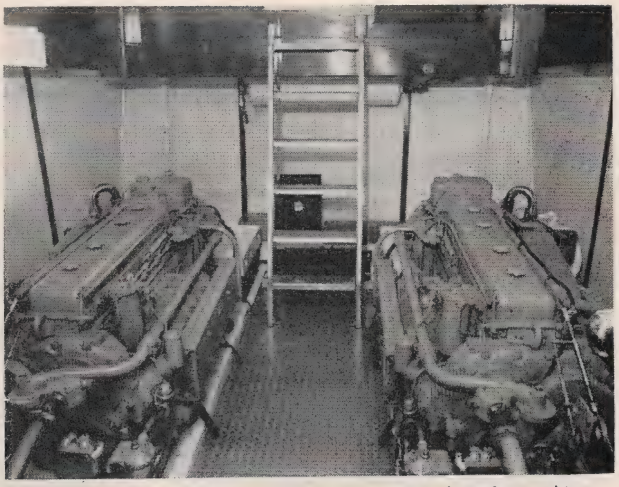


The galley and dining area are in the deckhouse, forward of the bridge. The large windows on three sides give the cook unrestricted visibility, an important feature, especially when the cook is the owner's wife.

— Interior photos by Carver

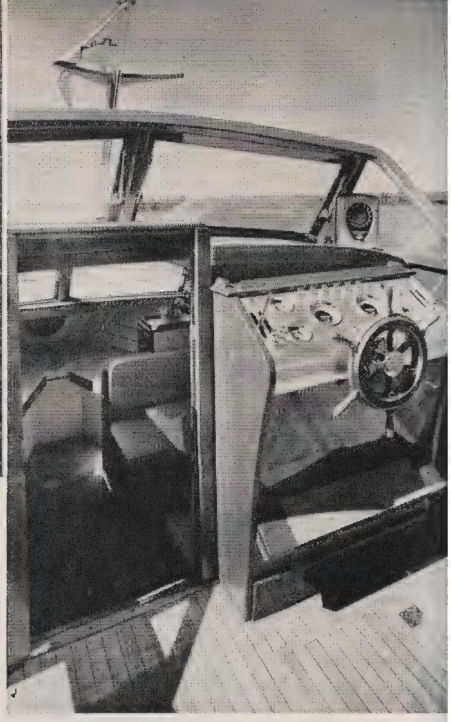


The deckhouse, too, is extremely uncluttered. You can see the Bendix 50-watt radiotelephone, depthsounder and automatic pilot.



The engine room of this vessel shows the owner's love for machinery. It is unusually large and well ventilated, with full head room and direct access from the bridge or deck. She is powered with twin V-driven General Motors 6-71 diesels.

The Trojan Sea Breeze is a roomy boat with many unusually fine accommodations.



Her cockpit steering station has the controls conveniently massed, the Fathometer above at right. Many of the owners have added a great deal of equipment such as radiotelephones, fishing gear and the like.

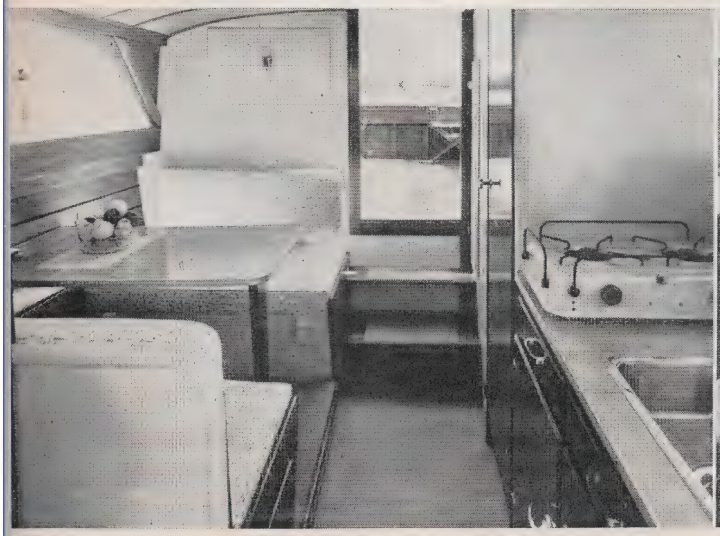
Trojan 27-ft. Cruiser

THE new 27-ft. Trojan Sea Breeze cruiser, designed and built by Trojan Boat Co., Lancaster, Pa., is one of the most ruggedly built cruisers available today. Four of these boats have been sold by Vic Baker's Lakewood Blvd. Marina in Rivera, Calif. The owners are Ed Kelly of Placentia, Walter Shaw of Los Angeles, Bill Rogers of Los Angeles and Charley Crayne of Long Beach.

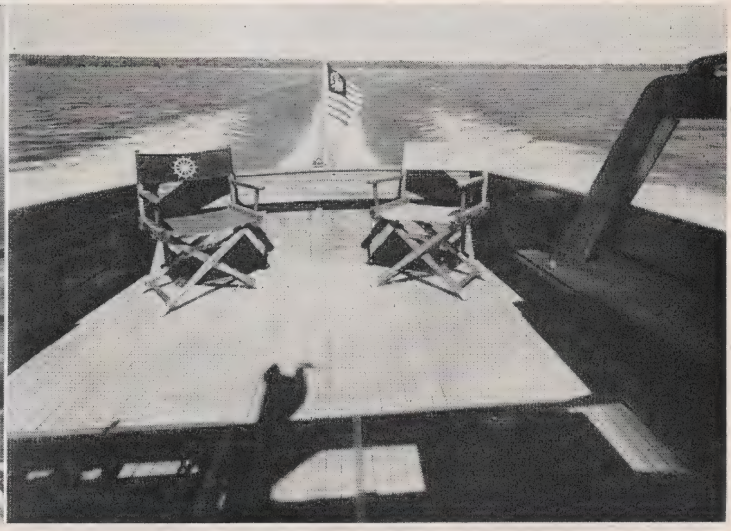
Bill Rogers' boat is powered with twin Graymarine 225-hp V8s. The other three boats have twin 215-hp Interceptors. The boats can be powered with twin Gray 109-hp engines, the 160-hp V8s or the 225-hp V8s; or, if the owner desires, with twin 150- or 215-hp Interceptors. Kelly's boat has been clocked with the 215s fully loaded at 2500 rpm at 20 knots, so you can see the boats have a good turn of speed. The owners have done an interesting thing, too, for they with other Trojan owners have formed their own Trojan Cruising Club, meeting bimonthly at Lakewood Blvd. Marina.

The boats have 1¼-in. white oak frames on 12-in. centers and a rabbeted white oak stem. They are double planked of mahogany and feature solid teak decks. They also have full length shear stamps and beam carrier, plus four heavy oak engine stringers bolt-fastened to the main bulkhead, nine of the frames and transom for extra strength. The boats use Goodrich Cutless bearings mounted in V-struts to reduce noise level.

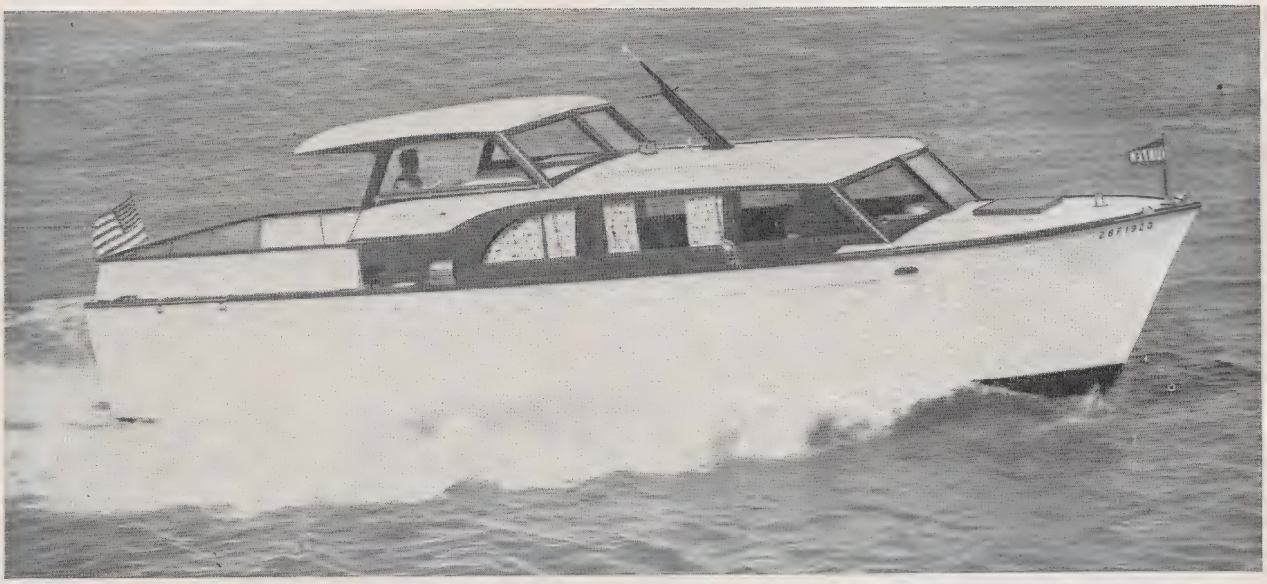
The cabin includes a private toilet compartment and large galley. The dinette, which seats four, converts into a full-size double bed at night. The forward compartment contains two more berths and can be curtained for complete privacy.



The roomy cockpit allows a great deal of space for fishing or cruising.



BOATING IS A FAMILY AFFAIR



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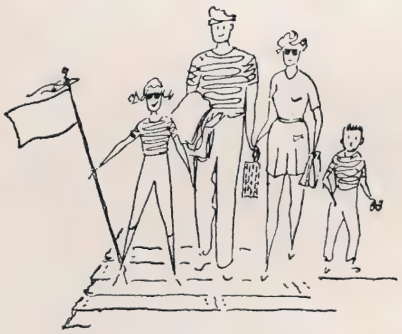

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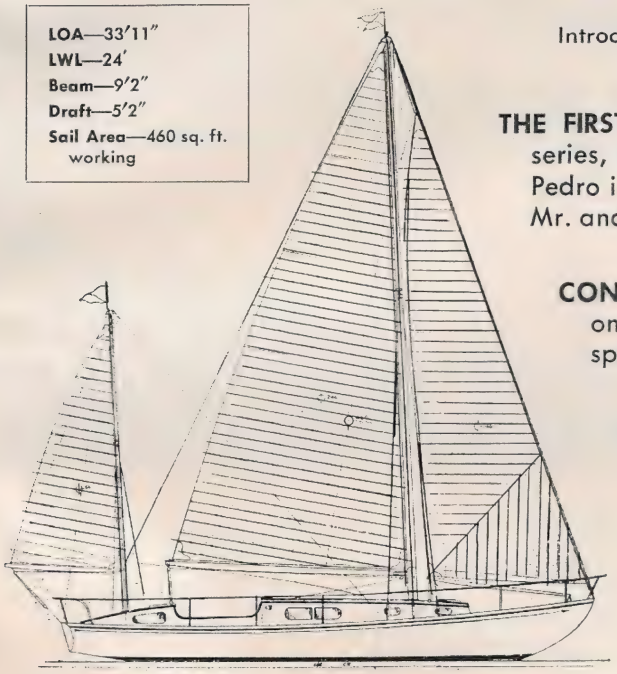

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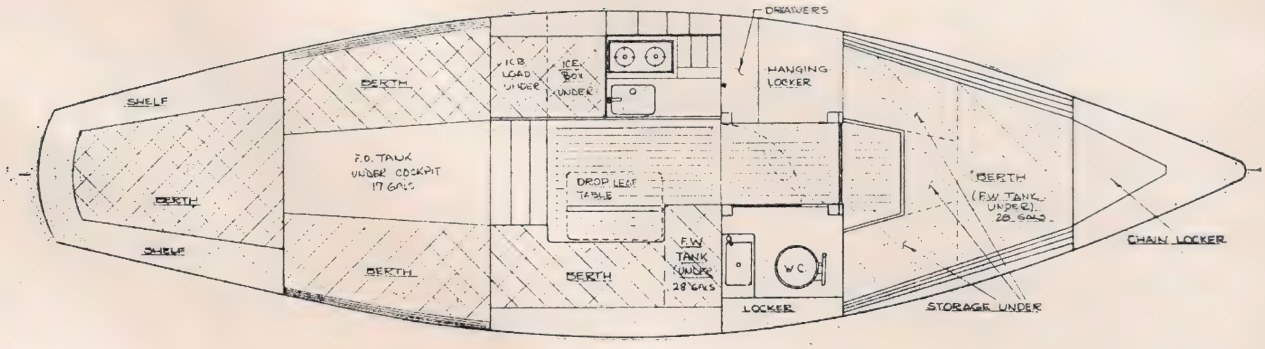

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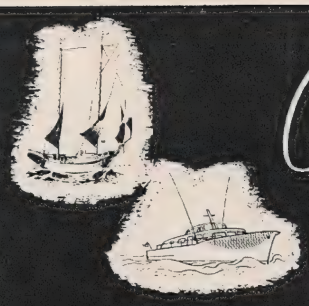

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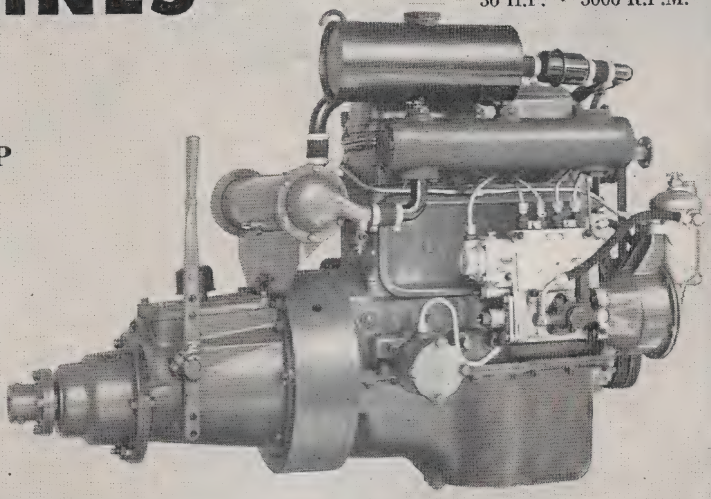

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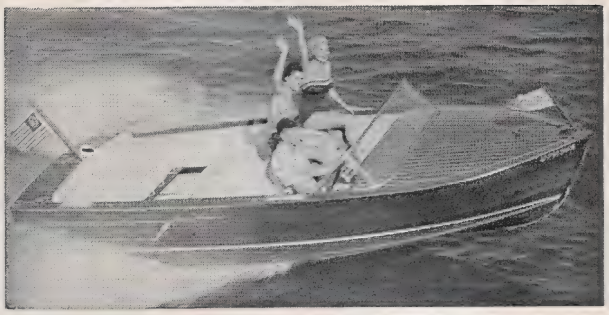

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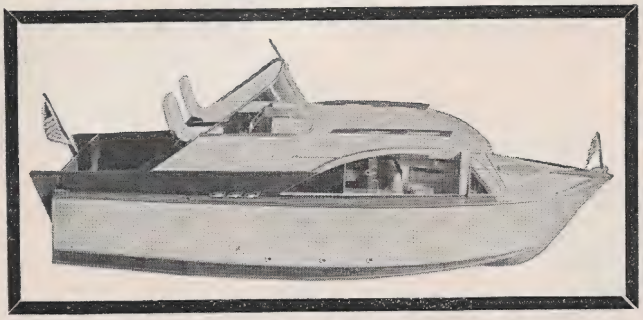

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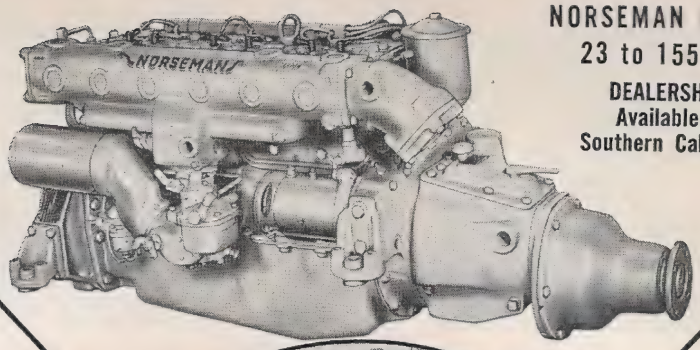

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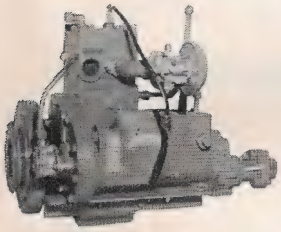

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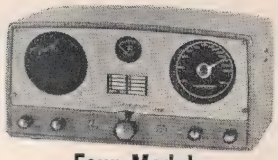

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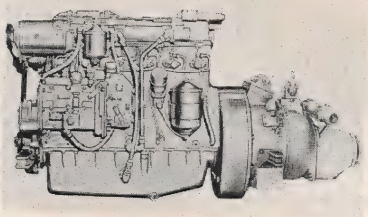

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LOA	29′ 0″	Beam	8′ 6″
LWL	21′ 6″	Draft	4′ 3″

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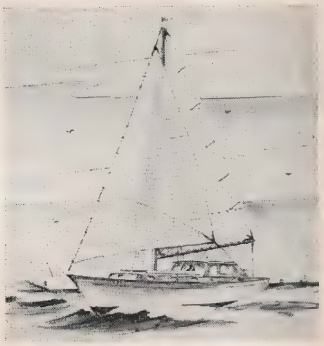

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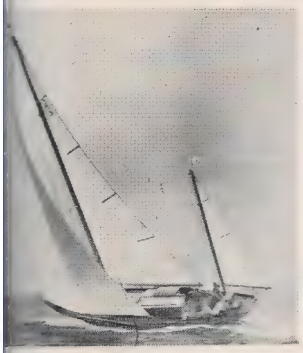
LOA	40′ 0″	Beam	11′ 8″
LWL	30′ 0″	Draft	4′ 11″



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ican mahogany planking, laminated oak mes, S/S rigging, Everdur fastenings, powered, sleeps 6. Delivered com- with many extras. New Reduced e: $36,950, less sails.

A	41′ 11″	Beam	10′ 8″
L	29′ 9″	Draft	5′ 11″

CATALINA

A day sailer/racer which may be converted to cruising auxiliary, with optional extras such as inboard or outboard engine, interior unit, berths, galley, toilet, etc. Mahogany planking, oak frames, fiberglass-covered plywood decks, Everdur fastenings, Merriman hardware and S/S rigging. Price $3,795 less sails.

LOA	21′ 8″	Beam	7′ 1″
LWL	16′ 3″	Draft	3′ 3″

MALABAR SR.
Auxiliary Sloop

Sleeps 4 or 5 comfortably; CCA rating: 22.5; African mahogany planking, Everdur fastenings, lead keel, fiberglass decks, Merriman hardware and rigging; Universal Atomic 4 engine and many extras. New Reduced Price: $17,500.

LOA	33′ 3″	Beam	9′ 9″
LWL	24′ 2″	Draft	5′ 0″

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modern cruising boat reflecting advanced trends design and construction, our light-displacement sign is covered by a U. S. patent.
22′ 3″ x 5′ 3″ x 26′ 8″ x 8′ 5″. Displ. 6900 lbs.
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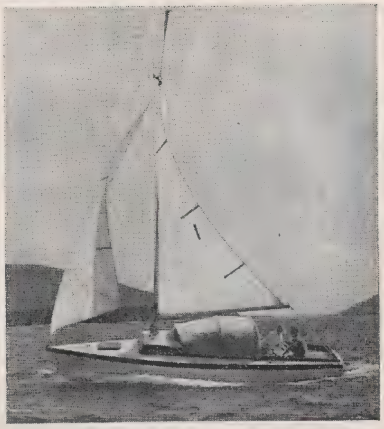


AMPHIBI-ETTE

A Trailer Sailer, ideal for M.O.R.C., 24′ ½″ x 20′1″ x 7′9″ x 2′4″. 225 square feet of sails. Displ. 2300 lbs., 4 berths, galley, toilet. Basic kit $1,275; semi-finished $2,800; completed, less sails, $4,500.

AMPHIBI-CON

The Trailerized Auxiliary, 25′ 5″ x 21′ 8″ x 7′ 9″ x 2′ x 4″. 226 square feet of sails. Displ. 3900 lbs. Full headroom, 4 berths, galley, toilet. Basic kit $1,795; semi-finished $3,750; completed, less sails, $6,450.

Opening day is always a fantastic event on San Francisco Bay. Myriads of power cruisers and sailboats swelled in under the Golden Gate bridge.
Official USN photograph, courtesy Oakland Power Squadron

San Francisco Prepares for PCYA

By JAN MOWER

IT HAD A marked resemblance to the last day of school, but it was the first day of the boating season. Boats came pouring out of every cove and harbor. On the lakes the Juniors were learning to sail and on the Bay the Seniors were giving it their years of experience.

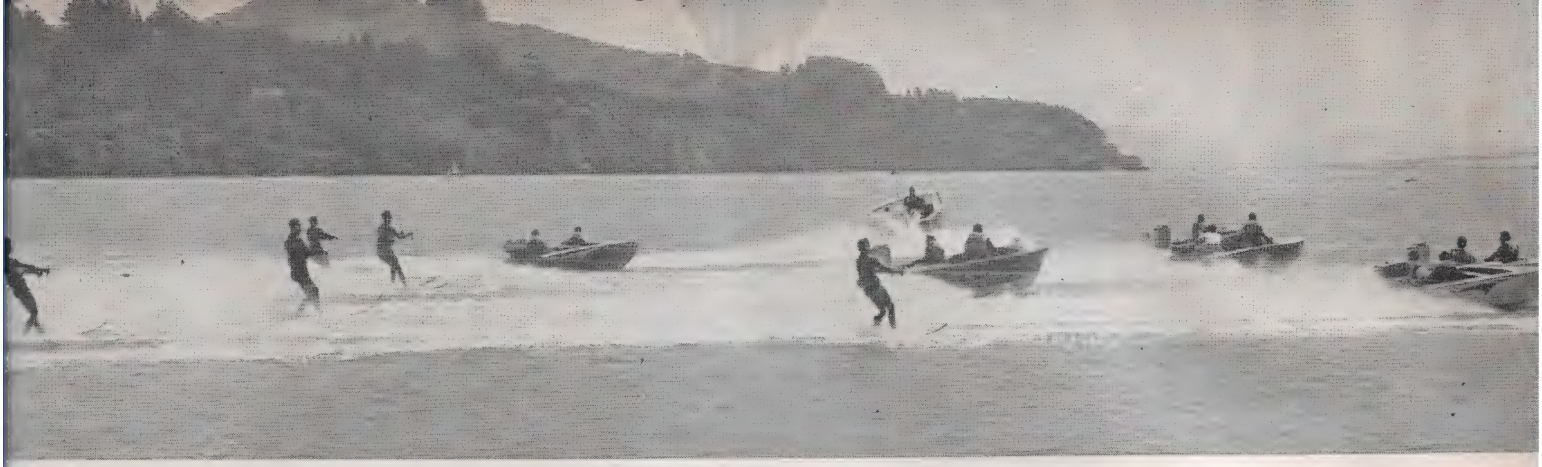
Hearst Regatta — Two hundred forty-five boats entered the annual William Randolph Hearst Regatta May 18, with the first class over the starting line at 10:30 a.m. and the last departing at 1 p.m. in 25 races. Five different courses were used; but all boats started with a windward beat to Crissy Field Buoy and finished with a downwind run from Crissy to St. Francis YC. *Orient* and *Baruna* had their private battle, with Jim Michael getting a little of the sweet revenge over Tim Moseley and *Orient* for a first in Cruising Club A.

From the starting line there was a chuckle as Frank Wosser brought his IC *Rutsan* into the fray as a "late riser" and started with the Bear Class 20 minutes late. There was no chuckle, however, as Wosser loomed out of the fog on the next-to-last leg well out in front of *Gipsy* and *Icy Folly* who had it "in the bag." Wosser played a hunch and headed in the other direction to miss the strong currents of the flood and picked up the first of the ebb, passing the entire IC fleet. The battle ended with *Rutsan* in first position, Bob Vidmar's *Gipsy* second and Paul DeSilva's *Icy Folly* third.

Bob White furthered his aims in his 40-ft. sloop *Kandu* to take the Cruising Club B honors; and in Div. 10 Dan Mezzetta and his *Avanti* took first. Chuck Hendrickson in *Genii* took the Div. 11 contest; Ron Oakes and Gordon Engels' *Norvik* won in the Div. 17 contest; Frank Mieszkowski's *Fricka* beat Barry Brook's *Dragon Fanny* in the Div. 9 race; and R. J. Alderson's *Jeanne* rated top position in Div. 14. Div. 15 saw K. D. Carlson and J. H. Middleton's *Wing Ding* get the honors.

One-Design winners were: Rhodes 33, Dean Morrison's *St. Francis III;* PIC, Malcolm Dewees' *Angel;* Farallone Clipper, Aldo Alessio's *Mistress II;* Bird, Dr. I. R. Lunt's *Skylark;* 210s, Tom Conroy's *Sou'Wester;* Maya, Jim Palmer's *Gambit;* Treasure Island, George Hunt's *Rebel; Buccaneer,* Larry Grinnell's *Red Witch;* Folkboat, V. H. Jensen's *Amber;* Stars, Tom Blackaller's *Good Grief;* Bears, Ralph Leithner's *Frolic;* Golden Gates, Bob Treacy's *Bairn;* Windwards, Bill Claussen's *Bora;* Junior Clippers, Norm Louvall's *Windfall;* Acorns, Ben Davis' *Eight Ball;* and Hurricanes, Dr. N. S. Petersen's *Mistral.*

Lake Merritt, Oakland was solid with sails during the SBRA's 166-boat regatta on May 18. Larry Harris tillered his Penguin *Scuderia* into a good position. Mower



San Francisco provides unlimited waterways for small boats. Water skiers go at it on Richardson Bay during the Marin Stadium Aqua Show. Molino

Richmond-Berkeley Regatta — It was a day of days May 10 as the Berkeley-Richmond Regatta got under way with 79 determined skippers out to nab the first spots. The following day (counting for YRA points) back they came plus 132 more salts to beat it out in a driving rain. Tim Moseley's 63-ft. cutter *Orient* took the Cruising Club A event on corrected time after chasing Jim Michael's *Baruna* the full 16.7-mile course. Ed Peterson's 44-ft. cutter *Java Head* drove across for a third position, with Hank Brigham's 46-ft. sloop *Velero II* close astern.

Gordon Engels and Ron Oakes brought *Norvik* across the finish line in first spot in the Div. 17 contest and a great roar went up from the committee boat. The boys are probably still wondering what special seamanship rated them this ovation; but the truth is the Giants knocked in a run in the last of the ninth with the score 2-2, just as *Norvik* triumphed. Ted Stephens' took the Farallone Clipper fray hands down in *Debit*, and in the Golden Gate Class it was a near photo finish between Len Delmas' *Ryot*, 15 seconds ahead of Lou Flagg's *Impulse.*

Double day winners included Cruising Club B, Bob White's *Kandu;* Div. 11, Ernie VanAspern's *Cavu;* Art Hoppe's *Snapdragon* in Div. 14; Bob Van Blaricom's *Sali* in Div. 15; *Norvik* in Div. 17; John Matarangas' *Pic Sea* in the PICs; and Tom Blackaller's *Good Grief* in the Stars. YRA winners in other classes: Div 9, *Lady Carol;* Div. 10, *Numse;* Birds, *Puffin;* Rhodes 33, *St. Francis III;* ICs, *Rutsan;* Windwards, *Westerly;* Acorns, *Eight Ball;* Hurricanes, *Random;* Bears, *Oski;* Junior Clippers, *Windfall;* 210s, *Sou'Wester;* Maya, *Gambit;* Treasure Islands, *Rebel;* Buccaneers, *Red Witch;* and Folksboat, *Amber.*

Power Cruisers—Nine of the 12 trophies presented to winners of the Northern California Power Cruiser Association's May 10 "Oakland Shakedown Race" went to different yacht clubs. It was a good day—a first-test day—and 41 skippers turned out for the start of the NCPCA season. Al Bechtle powered his *Al-Louise II* flying the Aeolian YC burgee to win the overall honors with a 1.7 per cent error. The 34-ft. Kneass-built cruiser knifed the 13½-mile course to cop the Class B title as well, and Al felt pretty good. Bert Inch piloted his *Skookumchuck* of the San Francisco YC for the Class A win, and the Class C division turned up a tie between Fred Lane's *Annette* of Oakland YC and John Gudelj's *Jo-Be* of Sausalito Cruising Club, both with a 3.3 error.

All-Clubs Race—Bart Carrick, vice commodore of Fort Sutter YC did it again. Bart brought his 36-ft. Hunter cruiser down from Sacramento for the May 17 William Randolph Hearst Regatta. He also brought with him the Hearst Master Cabin Cruiser Perpetual trophy he won in last year's race. With wife Lucille doing clock duty and Bart the pilot, *Barlu* once again churned the 11.3-mile course to capture the Class A title, overall honors and hanger-on-rights for the second consecutive year. Al Rembold of Pt. San Pablo YC won the Class B competition in his *Sharmel,* nosing out A. Williamson's *Miss Loretta* of Sausalito CC which took a second place.

Small Sail—A record 166 small sailboats jammed the launching facilities at Lake Merritt, Oakland on May 18 for the SBRA's Lake Merritt Regatta and good winds rendered some keen competition. One Blue Jay

(Continued on Page 59-S)

A spectacular shot of the stock inboard races during the Aqua show on Richardson Bay. Molino

San Diego will host the Star class Gold Stars Aug. 18-23. The races themselves will be held on the ocean but the facilities of Shelter Island and San Diego Yacht Club will accommodate the boats. Lowell North is current world Star champion with *North Star III*.

Port of San Diego

By TEDDY ACKERMAN

The San Diego Star fleets are expecting at least 35 fleets to be represented at the Gold Star. Here "Chatter" Burnham launches the Malin Burnham's new Star *Chatterbox*.

Sunny San Diego

COMMODORE Marvin Herrmann officially opened the 73rd season of the San Diego Yacht Club May 18. Staff Commodore Alonzo de Jessop (1907) and Member No. 1 of the club spoke of the club's history, stressing its all-around family activities. Then came the annual handicap race for the Jessop trophy. Bob Mann won the first division with his Int. 110 *Robin Too*. Fred Liebhardt took the larger boats with his Calif. 32 *Amorita*. Lynn Woodward won the Starlets and Guy R. Showley, the predicted log race with *Diamond Head*. At the annual inspection Capt. J. G. Johanson's *Gullmar* won the auxiliary group. Dan Sanborn's 110 *Tsunami*, Bob Andre's Penguin *Spellbound* and Bruce Stadel's Starlet *Scalaway* were also winners.

Saturday, May 24 at noon the ocean racing fleet competed in the Sugar Loaf Rock Race, the course taking them around Los Coronados Islands and down to the tiny rock half way to Ensenada and return. There were 20 starters. Milt Wegeforth's eight-meter *Prelude* crossed the finish line off Point Loma at 1:25 a.m. Sunday to finish the 70-mile-plus race in 13 hrs. 25 min. to win. The rest of the fleet trailed by almost an hour. On corrected time Garrick O'Bryan's PCC *Mickey* was second and Ed Turners's *Hussy* third. Ash Bown's *Carousel* corrected out fourth.

The July race for the ocean fleet will be the Coronado Islands overnight race for the Carey trophy. This will be the third in the seven-race series for the Rumsey High Point trophy.

Many of the racing craft plan to attend the SCYA summer regatta at Santa Barbara, July 4-6. The Star class are battling it out to determine who will be the fleet's representative in the international championships at SDYC Aug. 18-23. Carl Eichenlaub, Chick Rollins and Bill Pickford are competing in the Mission Bay fleet. Chick and Bill's Star has been renamed *Perseverance*.

The Starlets are in the midst of their summer series; the 110 class, the Driscoll series; Penguins, the Capt. Gearing trophy. The K-38 fleet will start its championship races July 13. Herbert Sinnhoffer is racing his newly acquired Owens cutter *Seahopper*. G. R. Bill

(*Continued on Page* **61-S**)

SDYC is without doubt one of the finest yacht clubs in the world. Here are Vice-Commodore J. Harvey Chambers, Commodore Marvin Herrmann and Rear Commodore Dudley D. Williams Jr. Van Nostrand

Newport Harbor News

By FRED MILLER JR.

THE NHYC celebrated its 41st anniversary over the week end of May 17-18. The first event of the festival was the race from LAYC to NHYC, won by Stuart Babcock in *Arguello*. The same day Lee Sumpter's *Alicia* was Class A winner in the Lester C. Lowe Predicted Log Race, with Ward Beman's *Cuyama* the winner in Class B. The annual yacht inspection winners in the various divisions were: (sail) day sailer, *Dark Star II*, Jeff Farwell; under 40 ft. owner-kept, *Bonnie Doone*, Dick Marsellus; over 40 ft. owner-kept, *Coquille*, Dewey Callahan; over 40 ft. paid-hand, *Serena*, Bill Moran; (power) over 40 ft. owner-kept, *Selena*, J. N. Congdon sweepstakes winner; and over 40 ft. paid-hand, *Lady Leigh*, Staff Commodore Shirley Meserve. Bill Ficker had little trouble in winning the W. D. Schock trophy for Lehman 12s on Opening Day, taking the series with four firsts and a fourth over Whitey Phillips and Saint Cicero in the 12-boat fleet.

The spring series was jointly conducted by NHYC and BYC. The inside classes had some fine five-race series off BYC. The largest class of the regatta, the Metcalfs, saw a real contest inside between Dick Blatterman, the perennial winner in that class, and Pete Frost, the Pacific Coast Intercollegiate Champ who was using this regatta as an important tune-up for the National Intercollegiate Championships. Other results were:

Snowbird (18)	*Bea Witched*	Len Riley	LIYC
Sabot (18)	*Pinky*	Scott Smith	BYC
International 14(13)	*Azure*	Eddie Pfirrmann	NHYC
Lehman 10(13)	*Star Wagon II*	Dave Springer	BYC
Luders 16(11)	*Rags*	Burke Sawyer	LIYC
Thistle (10)	*Glue Pot*	Bill Nelson	Columbus, Ohio
Rhodes (10)	*Verdi*	Glenn Brockman	BYC
PC (9)	*Es Velero*	Bud Gage	BYC
Lido 14(8)	*Kahuna*	Paul Russell	SSSC
Mercury (7)	*Minnow*	Milt Stoughton	BYC
P-28 (6)	*Vinden*	Gunnar Anderson	CBYC
Penguin(4)	*Whim*	Jay Markham	CBYC
Lehman 12(3)	*Wild Wahini*	Ken Kinney	
Star (8)	*NHYCUSA*	Bill Ficker	NHYC
(tie)	*Deacon*	Don Edler	NHYC
International 14(13)	*Azure*	Ed Pfirrmann	NHYC
Metcalf (18)	*Nui Nui*	Dick Blatterman	BYC

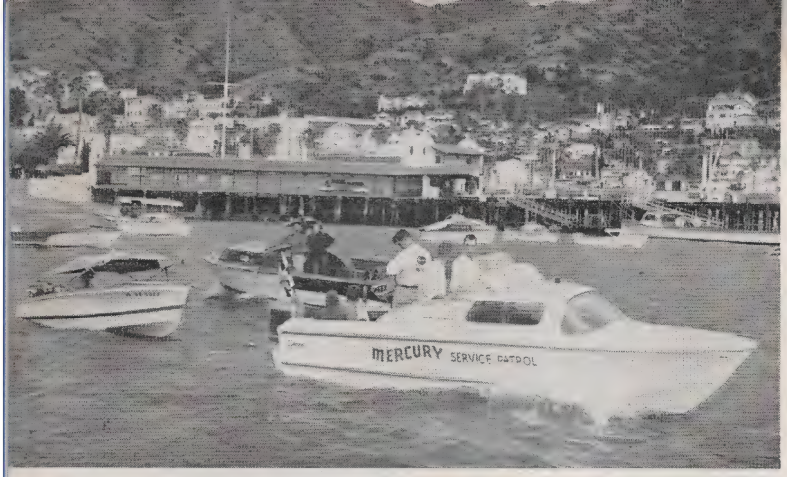
The *Swift*, the old pirate ship used in many films and formerly owned by James Cagney, was dismasted and moved under the Highway 101 bridge to the back bay where it will become a fixture for the new Harry Welch Memorial Park now under construction. The *Swift* had been at its same anchorage off Bay Shores longer than this writer can remember. I can

(Continued on Page 60-S)

Newport Harbor YC's impressive and colorful season opening ceremonies included the traditional introduction of officers on Sunday, May 18. Photos by Beckner

The crew of Stu Babcock's sleek yawl *Arguello* relax at the conclusion of the annual race from Los Angeles Harbor to Newport for the NHYC opening. Final results showed *Arguello* first, with Bill Schock's S-22 *Bettina*, NHYC, second and Porter Sinclair's *Flying Scotchman*, LAYC, third in a 20-mile race in which Bill Moran's big 83-ft. schooner *Serena* came close to breaking the record for first-to-finish in 2 hrs. 11 min. 44 sec.

Lido Isle Yacht Club flag officers gathered around the commodore's newly purchased PCC *Comanche*. From left, Commodore Earl Sawyer, Vice-Commodore Martin Lockney, Rear Commodore Herbert Riley, Fleet Captain Linn Williams and Port Captain Charles Vandervort. Gene Ross



Mercury provided a service patrol boat for the Catalina outboard cruise. On Sunday, May 11 they helped shepherd the fleet to port.
Gene's Photo Studio

The Southwest Outboarder

By Bill Bauler

SCREAMING outboards dominated the boating scene at Los Angeles Harbor May 25 in a stock cruiser and runabout race sponsored by the USRA. The race course covered a distance of 50 miles and was run between Pacific Landing in Long Beach and the Alamitos Bay jetty and consisted of five laps.

Boats from 13 ft. to 20 ft. competed in the wide range of classes. Craft were powered by single and twin engines, with every make and size outboard motor represented. With the exception of the unlimited class, in which any boat or hopped up motor could be run, all of the other classes consisted of strictly stock type equipment.

Participating in the race were such well known racing drivers as Dick Jones and his co-pilot Bill Vint. Dick is probably better known as Dick West of western TV and movie fame. Dick and Bill, with many victories in *Miss Yellow Jacket* to their credit, always turn in a top performance. Also competing were Ray Leger, Jack MacBeath and that young driver 14-year-old George Geiger with his Dad Bill Geiger riding as co-pilot. Ray was overall winner.

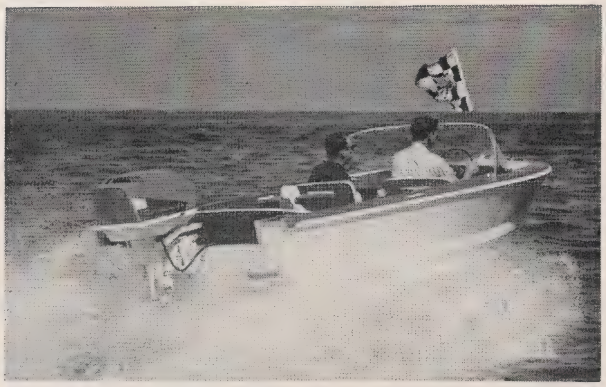
When the 50-miler was over, the fair sex took the helms of the race boats and competed in a powder puff derby of their own.

Things I read in the papers and don't like dept.—

It looks to me like the outboarder is constantly gouged by such things as heavy taxes. But he rarely receives anything in return. In the case of motorists most of the money collected in license fees, etc. is set aside to build highways. The money you and I pay out in tax on our equipment goes into the general fund and, as far as I can find out, not one red cent is set aside for launching areas, opening of reservoirs or anything else.

Recently there has been some attempt at organizing a group to open Los Angeles Department of Water and Power owned reservoirs for boating and fishing. This group has met with a great deal of shortsightedness. I'm sure additional revenue could be obtained by charging a small fee for the use of reservoirs by boaters and fishermen. Actually I am a little hesitant to suggest this fee as the inclination of officials is to charge exorbitant fees for this type of use. They charge a large fee at San Felicia Dam at Piru, but at least we can use Piru lake for boating.

A fee of one dollar per boat and maybe fifty cents for parking would be very adequate and I believe would bring in enormous revenue. This fee would more than offset the cost of additional filtering systems that might be necessary. The boating public is growing by leaps and bounds and desperately needs additional launching and boating facilities. So please make them available.



Scott-Atwater provided a safety boat for the SCMA-sponsored Flying Fish Cruise to Avalon May 10-11. The boat was a Glasspar "Avalon" with 60-hp outboard. The safety committee under chairman Vin Jorgensen was a wise precaution for it blew up a bit Sunday.
Edward Lester Smith

Catalina Calling

By Ginny and Ed Smith

Avalon was the setting recently for several large gatherings of boatmen. California Cruising Club on April 26-27 with Commodore M. E. Sullivan at the helm held its fifth annual Catalina Predicted Log Cruise from San Pedro to Avalon and return, in which about 150 boats joined forces.

The Catalina Outboard Flying Fish Cruise took over Avalon the week end of May 10-11, cosponsored by the Southern California Marine Association and the Avalon Chamber of Commerce. More than 100 outboards had a nice trip over Saturday under Coast Guard Auxiliary supervision. The weather roughened Sunday for the return; but due to the careful safety precautions worked out for the event, there was no difficulty. Worthington Lee on his cruiser *Marworth* had supervision over the check boats while USCG cutter *Diligence* patrolled the fleet.

SCMA vice-president Vin Jorgensen was safety committee chairman, assisted by the USCGA and a number of outboard patrol boats supplied by the various

(Continued on Page 62-S)

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Made for each other . . . water skiing and Bell Boy's new Banshee ski runabout with sparkling speed and special built-in ski controls. The Banshee is but one of many summer-fun Bell Boys, the nation's leading glass boats. From express cruisers to utility models, Bell Boys offer the ultimate in speed, safety, comfort . . . and fun! Bell Boy . . . with three national production centers.

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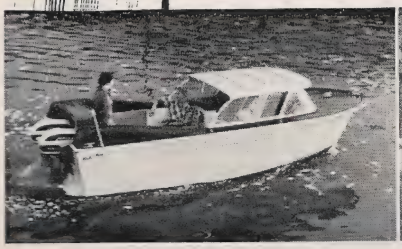
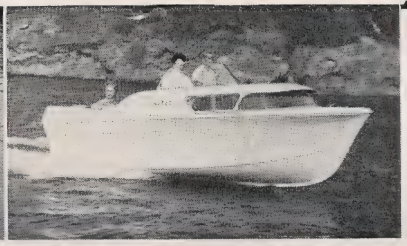


Model 265 Express Cruiser



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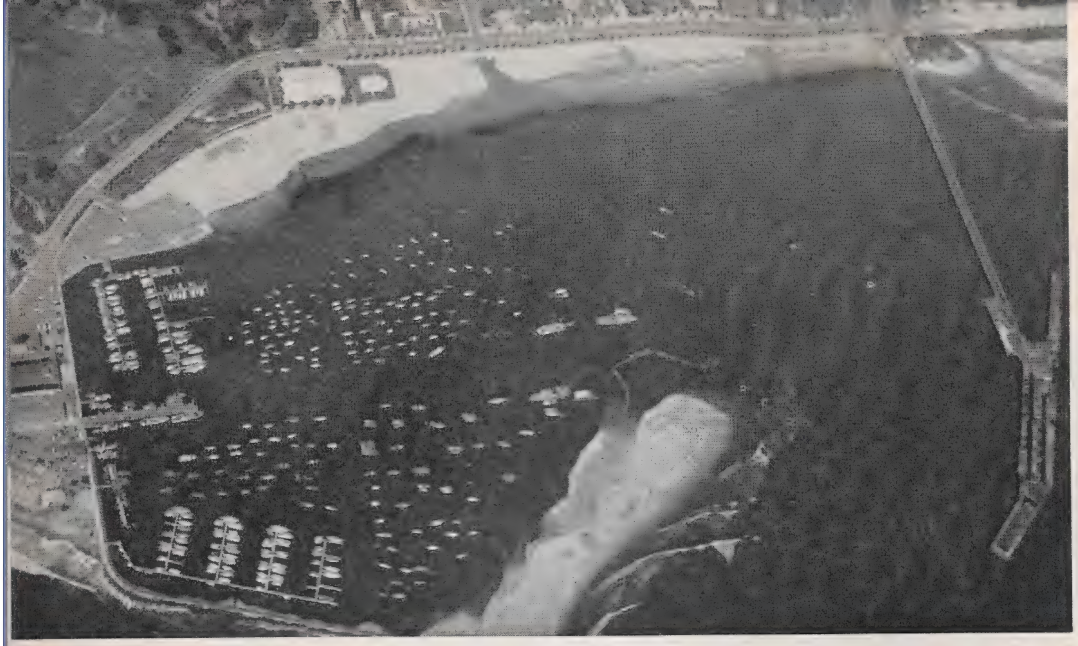


Santa Barbara will be the setting for the SCYA Regatta July 4, 5 and 6. You can see the new yacht club slips in the foreground. Commodore Wiley Cole of SCYA and the Santa Barbara Yacht Club are hosts for the occasion. City of Santa Barbara photo

Knocking About through the Fleet

Santa Barbara Hosts SCYA

By James Schermerhorn

New mooring facilities in the harbor have provided room for 500 boats this summer. The latest was designed by a yachtsman and a director of the Santa Barbara Yacht Club, Covert Robertson Jr. The yachtsmen themselves paid for the slips. The $60,000 facility was built by the city with money furnished by the boat owners who will use it. In return for their investments the boat owners have ten-year mooring privileges. During that time they pay the going mooring rate of 20 cents a foot plus an additional 15 cents a foot for maintenance.

The new city marina holds 104 boats. One 40-ft. slip was bought by SBYC member Walter Roche and given to the club to be reserved for visiting yachtsmen.

Across the harbor Harry Chanson has also added new mooring slips to Yacht Marina. There is now room for 130 boats. Visitors can be accommodated there but it is best to write Chanson in advance.

SCYA Commodore Wiley Cole heads a committee appointed by Mayor Floyd O. Bohnett to investigate the possibilities of an enlarged harbor. There is a sincere movement to add a second breakwater out from the shore beyond Stearn Wharf (at right in the photograph) which was built in 1878. This would make room for some 1500 to 2000 boats and is necessarily a long-range project.

In the meantime, the signs of increasing harbor activity are unmistakable this summer. The Sea Shell fleet, training ground for younger sailors, numbers nearly 100. The Outboard Motorboat Club is growing, as is the Santa Barbara Yacht Club with its new lounge and open porch and many new members.

The Flattie skippers on the other hand have taken full advantage of overflowing Lake Cachuma (nearly seven square miles of lake now after the winter rains) for week-end jaunts and the second inland water area nearby, Lake Margarita in San Luis Obispo County.

In the latter area, San Luis Yacht Club members hosted a two-day regatta May 17 and 18, won by Lee Hughes of Santa Barbara with a 1, 2, 1 record in the three events. Vaughn Wright of Los Angeles, Austin Peeples of Cabrillo Beach Yacht Club and Delbert Hollinger of San Luis Yacht Club finished next in the order named. John Mallory of SLYC won the B series with a 1,4,1. Upcoming events are the Santa Barbara to Catalina race Aug. 2 and the predicted log race for cruisers to Santa Cruz Aug. 17.

Penguin Takes Point Fermin Race

One of the most interesting races each year is the spring Point Fermin handicap race sponsored by Cabrillo Beach Yacht Club. This year 63 boats of all classes sailed in the nine-mile race and it was an 11-ft. Penguin owned by Jake Markham of CBYC that won. Not by much though, for Fred Kiehle's 27-ft. Feather class sloop *Heidi* was only three seconds behind on corrected time. The Penguin finished in 2 hrs. 20 min. 39 sec., corrected to 1 hr. 11 min. 43 sec. First boat in was Hilyard Brown's PC *First Fiddle.*

Quivira Basin Develops at Mission Bay

The City of San Diego is making final improvements at Quivira Basin in Mission Bay for large boat moorings and other commercial developments. Already the basin has been dredged to 20 ft. Quivira Basin Enterprises Inc. has put in landings for 150 boats, as well as fuel dock, boat brokerage office and marine store. The completion of the Mission Bay development will provide another long-needed harbor on the West Coast.

Toyon Boat Club

The fine facilities at Toyon Bay on Catalina Island have been leased by a group of boating enthusiasts headed by Robert C. (Bob) Raab of Balboa. The club area houses some 55 units ranging from singles to suites, as well as swimming pool and other recreational areas. It is proposed that the club will cater to outboarders and their families as a focal point for island cruising. Memberships will be available for $50 per month, with monthly dues of $4 plus taxes, opening June 27.

Toyon Bay lies about 15 minutes north of Avalon by boat. There are landing facilities for small boats and dinghies, and the club plans to provide 100 moorings as well as outboard storage areas. The group includes Lyman Farwell, Byron Farwell, Dean Bradford, Clarence Beesemyer, Richard Steele, A. D. Callahan, Jim Ruebel, Don Harwood, Robert Unger, A. L. Schwartz and Robert L. Carrington. Mainland headquarters will be at 1600 W. Coast Highway, Newport Beach, Calif., phone LIberty 85506.

Funds for Small Craft Harbors Commission

May 23 was an important day for harbor development along the California coastline. Governor Goodwin Knight signed the state budget bill which included two items for the revolving fund of the Small Craft Harbors Commission totaling $5,750,000. Five million dollars of this sum was a loan from the State Investment Fund and $750,000 from the unclaimed fuel taxes paid by boat owners. The commission under Chairman Joseph Beek and executive secretary Steve Stevens will loan these funds to worthy small craft harbors projects.

Toyon Bay is 15 minutes north of Avalon by boat on Catalina Island.

Southern California Dragon District

The Southern California Dragon District has published its first copy of the monthly newsletter "Starboard Tack." It is an excellent one-design publication and should be a must to any Dragon owner or anyone interested in Olympic competition. The Dragon, 5.5 meter, Flying Dutchman, Finn and Star classes make up the Olympic fleets to be seen in the 1959 Pan-American games and the 1960 Olympics.

Two new Dragons were recently delivered to Ralph DeLuca, vice-commodore of the Southern California district and to Dr. Glenn Thorpe. The district championships will be at Alamitos Bay YC July 27, Aug. 2 and 3. For further information write Paul F. Loveridge, secretary-treasurer of Southern California Dragon District, 1212 Hermosa Ave., Hermosa Beach, Calif.

One of the best boat shows of the year was held at the Balboa Bay Club, Newport Beach April 26-27 under the chairmanship of Ken Wilson and a number of other local marine leaders. You could board the big boats right in the water. Boris

Mr. and Mrs. S. W. Shepard, SDYC, took delivery of their new PCC *Kachina* (#23) from Kettenburg Boat Works, San Diego, Calif. April 26. Here they are in the cockpit with sons Jim and Bob. Van Nostrand

Long Beach Power Squadron

By Maurice Barr

On Sunday, the 27th of April the Long Beach Power Squadron officially kicked off its 1958 boating season with a predicted log race which marked the beginning of the "Dick" Brookins perpetual trophy. Bud Sjolund in his *Sea Dart* won the honor of being the first name on what we know will be a list of the best and most competent (some would say the luckiest) members in this squadron. His total error was 2.311%. Right behind him came Jim Wilson with an error of 2.556%. Third place was graced by Conrad Lueke and his *Just 4 Fun*.

The "B" division followed right in line with Kelly Williams winning first place with 5.76%. Second place went to Earl Saunders with a 5.879% error. In third place Dick Barr managed a 5.8925%. You can't get three boats much closer together.

The Los Angeles Power Squadron Cruise

By Duncan Gleason

The Los Angeles Power Squadron cruise to the Isthmus at Catalina was run under perfect weather conditions, with 29 boats taking part and 83 people sitting down to a shore dinner. The results of the predicted log contest were: Gordon Sanford, *Skylark*, first; R. C. Chapman on his *Roberta*, second; and John Moran's *Melee* third. Owen Lockwood gave instructions to all comers in water skiing with his outboard *Chapulin* as a tow boat.

San Fernando Power Squadron

By Harold Lea

From a beginning with 49 charter members two years ago the San Fernando Power Squadron has grown to over 300 members. On May 8 the squadron

In the world's largest ocean race . . . 295 entries this year . . . Watts sails scored a stunning victory.

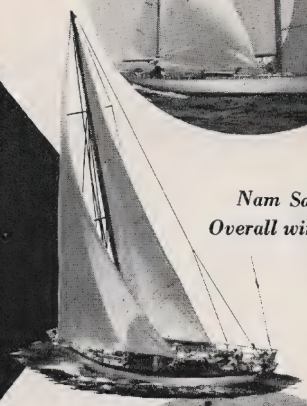
Sails by Watts

ENSENADA RACE VICTORS!

Class A	*(1) Nam Sang, overall winner; (2) Skylark, (3) Evening Star, (4) Odyssey, (5) Jada*
Class B	*(1) Kialoa, (2) Commanche, (3) Bagatelle*
Class C	*(1) Fair Winds, (2) Tantalus*
Class D	*(3) Josephine, (4) Y Como, (5) Joy*
Class E	*(1) Medley, (3) Corsican, (4) Pagoo*

Special Class Awards: PCC, Island Clipper, K-38, L-36, Catamarran

Kialoa
Class B winner



Nam Sang
Overall winner

Fair Winds
Class C winner

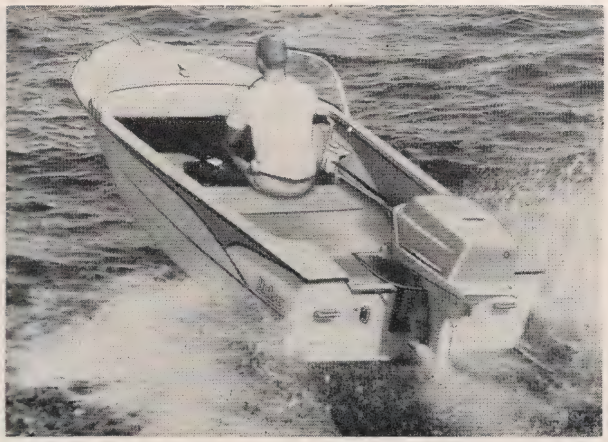
KENNETH E. WATTS • TORRANCE, CALIFORNIA

Heading the San Fernando Power Squadron for 1958 are: (left to right) treasurer, Hillel Harwick AP; secretary, C. P. Von Herzen JN, also member of the State Small Craft Harbors Commission; first lieutenant, Richard E. Shuter JN; education officer, Kurt Theess; lieutenant commander, George Fox N; commander, William Kurfess JN, and 13th District commander, Harold Davis.

held its annual "Change of Watch" meeting. Speaker for the evening was Cmdr. Harold Davis AP, 13th district commander. Three members of SFPS have been appointed to the district staff: Rodney Wilson JN, district treasurer; Richard Shuler JN, assistant district P.R.O.; and Cass Folse AP, district chairman of shows.

River Boating to Increase

Boat traffic in California's Sacramento-San Joaquin river delta area will more than double during the next 25 years, the U. S. Army Corps of Engineers predicted. The report said that peak day recreational boating would increase from the 3339 boats actually counted one day last year to an estimated 6400 boats in 1982.



Nylox *takes San Diego Bay wakes!*

Bill Glaser, popular San Diego and El Cajon marine dealer, reporting: "Nylox really knows its way around San Diego Bay!" Bill knows over a hundred satisfied Nylox boat-owners who testify to its ski-worthiness. Plus its sea-worthiness crossing the wakes of the hundreds of Navy craft that ply the Bay. Nylox . . . first in Fiberglass Outboard Sports Boats . . . takes wakes that would give most 14-footers the "shakes!" Nylox, the small boat for San Diego Bay area, is the safe 'n' sporty boat for you.

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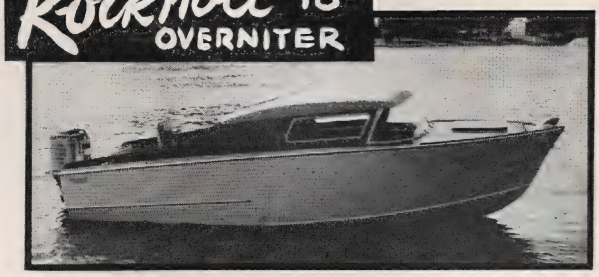
This ¼ page advertisement to appear in July 1958 SEA AND PACIFIC MOTOR BOAT.

Rockholt 18' OVERNITER



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Here's the truly fine rough-water outboard cruiser you've been looking for. Built and designed by a boat builder with 25 years' experience. The Overniter has two 6'3" bunks with storage space below. One dish cupboard is installed, sliding windows are water tight, and the 18" forward hatch is large enough for a man to pass through. The transom has space for two motors, and is self-draining. Beam 80", length 17'8", freeboard 30". 60" Fibreglass on bottom, at bow.

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523 "J" STREET, MARYSVILLE, CALIF.

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an exciting new sailing craft—by a famous designer—off the ways of a top-notch builder . . . the new

NEWPORT HARBOR 30 SLOOP

LOA 30'3"
LWL 21'8"
Beam 8'5"
Draft 4'7"

Rig: Masthead—Sails: Dacron Main and Jib
Rigging: Stainless Steel—Aux: 20-hp Red Wing
25-lb. Icebox—Sleeps 4 on Foam Rubber

Price—only $10,500

● **See the layout and sail plan in our ad in next month's issue of SEA**

● We have been selected as this builder's exclusive distributor for this fine boat ●

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Used sail and power boats from 6' to 150'

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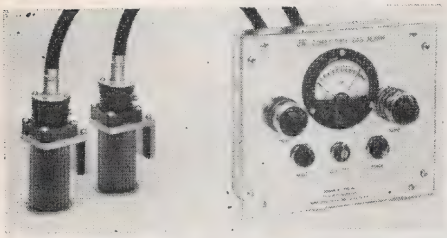

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Gasoline Vapors, Butane fumes and such are all dangerous—to safety, to health, even to life. Don't close the cabins!

The J-W SNIFFER is designed to show accurately and instantly when dangerous fumes become hazardous.

Assurance of safe conditions far outweighs the nominal investment—from $64.50 for the MC-1

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At Last — A Dinghy Designed For the Job!

THE Cody Craft 8-ft. GLASS JOLLY

Holds five adults and still gives 9 in. freeboard. Designed by C. William Lapworth • Has fully rounded lines with 50 lb. flotation at bow, 75 lb. stern • Bronze oarlocks and fittings • Mahogany seats, outboard mounting blocks and gunwales • Rubber gunwale guards • Does not yaw when towed • Made of two layers glass cloth, two of woven roving—four layers total. Weight 85 lbs.

Sold direct to Yachtsmen and Sportsmen as jolly boat or fishing and hunting skiff — sailing kit being designed

$238.25 less fittings—$265.00 complete less oars—f.o.b. Factory

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Golden West Cruise

The Association of San Diego Yacht Clubs is sponsoring a cruise, to start Aug. 9, from San Diego to Santa Barbara in time for the Old Spanish Days Fiesta Aug. 13-17. The cruise will stop en route at the new Long Beach Marina at Alamitos Bay. The sponsors of the race plan to spend some time at Santa Cruz Island and at Cherry Cove, Catalina on the return.

Those waters during August should provide an extremely pleasant outing. For further information write the co-chairmen, Clare W. Brady and William R. (Bill) Hall at 939 Runnymead Lane, San Diego 6, Calif.

Oakland Power Squadron

By AMBROSE P. MACDONALD

One hundred fifty members and guests, plus several dozen Oakland Squadron boats, gathered at the San Francisco Yacht Club's Belvedere Cove for the annual spring cruise and picnic. Chairman Harry Dutton and his committee did an excellent job providing berths for so many visiting boats. Through the courtesy of Capt. W. H. Weston USN and Lieut. Cmdr. Howard Hickman USNR meteorologist the weather facilities and staff of the Oakland Naval Air Base were made available to the Oakland Squadron for their weather classes for the second year.

(For more news see Page 80)

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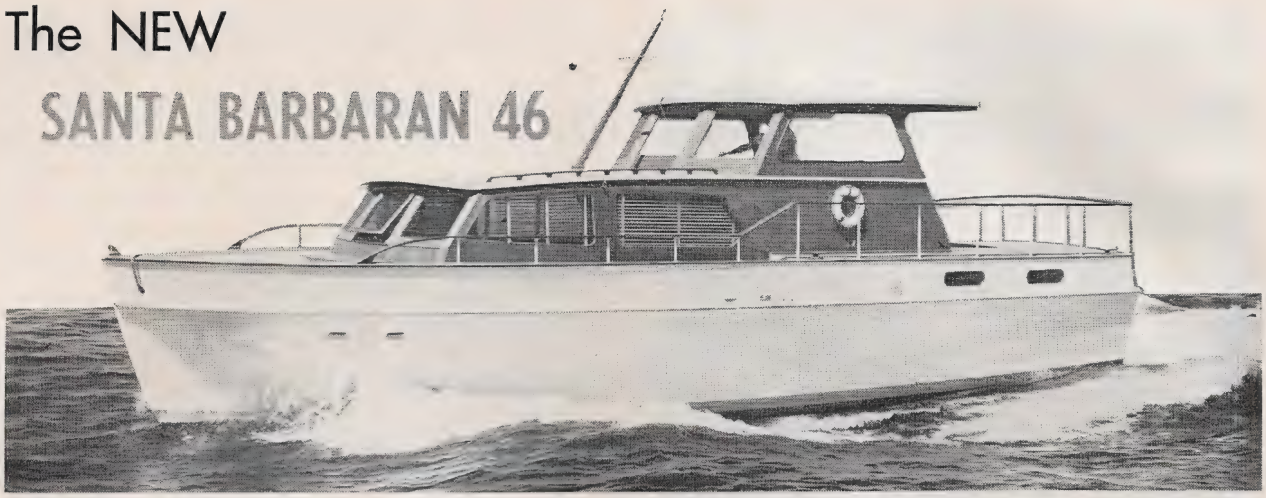
SANTA BARBARAN 46



This roomy, comfortable deep-sea cruiser . . .

Powered by a pair of Mercedes-Benz 150-hp diesels, was planned around the hull design of the U. S. Navy Picket-boat. She has ¾-in. mahogany planking bonded over ⅜-in. marine plywood with PRC compound and Everdur fastened.

- Big owner's stateroom aft has two double beds; enclosed head-and-shower; "First Mate's" vanity; lots of drawer and closet space. Roomy saloon amidships sleeps three. Spacious galley gives plenty of working room, has electric refrigerator, space for deep-freeze. Second head and crew quarters for two forward.
- Flush teak afterdeck is 14 ft. by 18 ft.; walk-around decks have teak safety rail, sun deck on bow.

Number One of this fine line can be seen now at our Santa Barbara mooring.

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San Pedro, Calif.
TE 1-2465

230 Hot Springs Rd.
Santa Barbara, Calif.
WO 9-3049

San Francisco Prepares

(Continued from Page 49-S)

lost its stick and several beginner skippers in the El Toro Class took a deep six in the brisk breezes, but no serious casualties. Don Peattie did well in his El Toro, but younger brother Dick eased him into second place by ¾ of a point in his new 1001. Another brother battle was seen in the Penguin class between Les and Bob Brilliant. Les captured top position in his 4737, with Bob coming in for second spot in his 4751. In the Thistle class it was a tie point score for F. Keran of Sequoia YC in 685 and Ken Eugene of Palo Alto YC in 753, with Keran rating first place. The Snipe fleet is producing some of the stiffest competition noticed in the small boat fleets. Mickey Elwood took first spot in his 7553, with George Reiner in 10849 tying him for points and coming into second place on the scoreboard. All four Snipe winners represented Lake Merritt Sailing Club. Other winners were Blue Jay, Bob Smith 793; Zephyrs, Henry Guy, 57; Melody, Eric and Brandt Birkholm, 59; 110 Class, Ed Melaika, 369; Mercury, Carl Lischeske, 230; Coast 13s, Dan Naughton, 7; and Nationals, Brownie Gray, 302.

Six new Finns joined the fleet recently to swell the Pacific Coast Yachting Association's Olympic training program for the 1960 Olympic Games. K. Kjaer and Finn Martinsen of the Royal Norwegian YC in Olso visited the Bay area and were seen sailing locally-owned Finns during their brief stay. Both boys sailed in the New Zealand 1957 Finn Championship Races.

Around the Compass—After considerable negotiation and head scratching, the letter went out to all members of the Marina YC and the Aeolian YC, both clubs located in Alameda. The members voted to merge the two clubs into what will be known as the Aeolian YC of Alameda which have a membership of 225 active yachtsmen and 174 boats. The Marina YC was formed in 1948 and the Aeolian YC has existed for 52 years. Plans now call for modernization of the Aeolian main clubhouse and construction of a new harbor area which will berth approximately 75 boats.

The State Wildlife Conservation Board of the Fish and Game Department has approved $33,092 for expansion and improvement of boating facilities at Mattapoisett Park (Nick's Grove) on Tomales Bay; also the replacement of the present one-boat launching ramp with a 48-ft. ramp capable of handling two boats at the same time and the installation of a breakwater. The project includes the development of an adequate boat landing area and a parking area which will handle 40 cars and trailers.

Eighty-nine of the state legislators have lined up in support of the $60 million self-liquidating harbor bond issue to appear on the November ballot as Assembly Constitutional Amendment 11. The measure

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K-38 38′ Auxiliary Sloop
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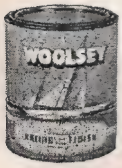

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provides $10 million for the State Small Craft Harbor development program for loans for construction; and $50 million for shipping facilities in the state-owned San Francisco port as a revenue bond measure for improved facilities for ocean-going cargo and passenger vessels. The $10 million portion will be handled under the Division of Small Craft Harbors for loans to cities, counties and harbor districts on a loan basis of 3% interest for the construction of small boating facilities and much needed berthing areas after their plans have received approval.

Newport Harbor News

(Continued from Page 51-S)

remember how many times she was used for "C" mark when that flag wasn't out for the old Snowbird races in the early and mid-1940s, and there is no telling how many regattas and races she must have watched during her long stay on the lower bay.

NHYC members have paid a total of $10,775 in contributions to the James Webster Memorial. The advisory committee for the purchase of a committee boat has been investigating all possibilities, from Navy surplus through boats on the market to local boatbuilders. They hope to have enough information to make a recommendation to the Board of Directors in July.

Two new boats and two new trophies came to

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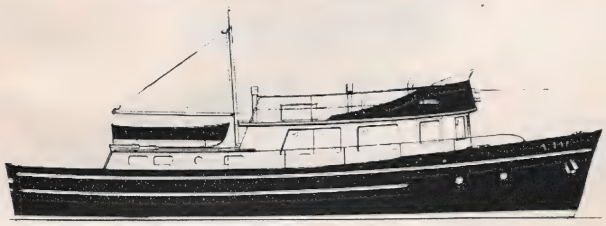
5550 WILSHIRE BLVD., LOS ANGELES 36

NEW 55' COHO CLASS

Twin Screw Diesel Yacht



Quit Worryin' – Start Livin'

- For the limited few who can afford additional fun-filled luxurious years this unusual boat is just what the doctor ordered.
- All the safety, sea ability and long-lived ruggedness of the Alaska troller hull is combined for the first time with interior yacht luxury beyond compare.
- This proven "Boatsman's Boat," designed and built by the Northwest's leading yacht yard, will command the utmost respect and admiration in any port in the world and with a maintenance cost that will make conventional cruisers seem extravagant.
- A request on your letterhead will bring the intriguing details from our California Representative,

ROY BOSCOW

2729 West Coast Highway **Newport Beach, Calif.**

July 19-20 according to Al Coha, district commodore. Kelvin Savell is building a new deluxe Lightning for Bruce DesChamps of MBYC. The Penguin regional championship regatta will be held at Coronado YC Aug. 2-3. Charles Allen of CorYC is defending champion with *Meanie*. The yawl *Chiriqui* left San Diego May 26 for a two-year trip to Galapagos Islands, Easter Island and Pitcairn on an underwater picture trip and also to search for a lost reef.

Catalina Calling

(Continued from Page 52-S)

outboard dealers. Beverly Lientz was general chairman.

Among the many yachts visiting Avalon Bay recently were the Fred Breer's Newporter *Marla, Bar Bill, Sea Dream, Debs, Flying C's, Sea Belle, Rolling Hills, El Tora, Miss June, Thelma Feliz, Song of the Sea, Espada, Fishnfun, Little Dipper, Allegro, Vide II, Vamp* and *Bounty*. Among the many yachts at Howlands were *Finally* and *Senta;* at Cherry Cove *Bumms*, George Sullivan's new imported motor sailer, *Serenade, Tucon* and *Raven;* while at the Isthmus were *Boojum, Tenanfive, Spinster, Joy Max III, Pink Lady, Jayboy II, Ibo Lele* and *Quicksilver.*

(Tune in on Ginny and Ed Smith every Saturday at 1:00 P.M. KPOP (1020) when they broadcast boating and vacation news from their sloop *Typee* moored at Cherry Cove at the Catalina Isthmus.)

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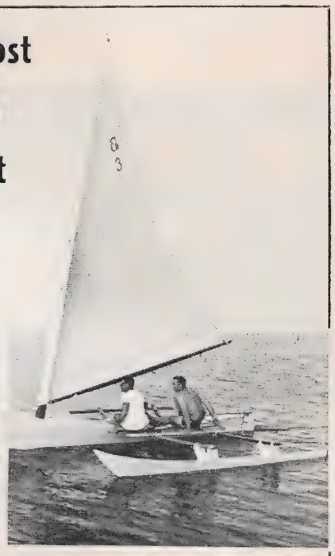

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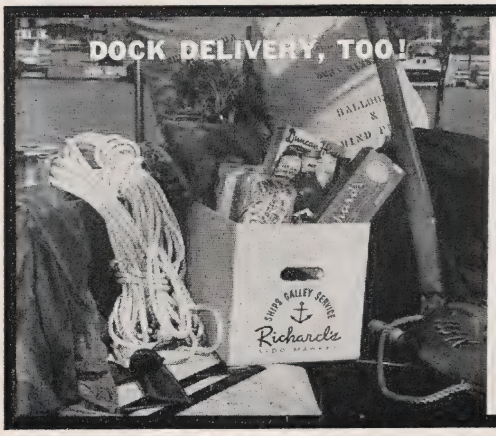

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members of the Lido Isle Yacht Club. Commodore Earl Sawyer just purchased the PCC *Comanche* from Rod Lee of BYC, and George Fuller launched his new 53-ft. twin-diesel-powered Stephens cruiser *Barbara F.* Two new Ensenada race trophies were presented to the first recipients at the LIYC Commodore's Ball. The John G. Alden trophy for the first LIYC boat to finish in the Ocean Racing division went to Robert Grant, skipper of the yawl *Robon.* The Jerome Robinson trophy went to the owner of the motor sailer *Jajobo,* Mrs. Vera Silver, for leading all LIYC Arbitrary Handicap contestants into Todos Santos Bay.

CALENDAR

July 4-5-6	SCYA Championships	Santa Barbara YC
	Independence Day Regatta	NHYC-BYC
July 12	Final Star Eliminations	NHYC
July 12-13	Regatta	VYC
July 19-20	Summer Regatta	BYC
July 27	Flight of the Snowbirds	NHCC
Twilight series	Every Thursday	NHYC
Twilight series	Every Wednesday	BYC
Twilight series	Every Tuesday	LIYC

Sunny San Diego

(Continued from Page 50-S)

has just received an Owens shipped from New England. She is the *Dolphin.*

Southwestern YC opening day activities included their traditional parade. The fleet passed in front of the yacht clubs, ending at Coronado where everyone was hosted by Commodore C. E. Norcross who had attended the ceremonies earlier aboard his Stephens *Angus.* Vice-Commodore William Burnett headed the opening, as Commodore Elliott Pohl was on a fishing trip to La Paz aboard John Tanner's *Four F.*

Coronado YC skippers will vie in the ocean series for the Bissell trophy July 6, 20 and 27. Mr. and Mrs. C. C. Kempff Jr. and children, Skipper and Anne, are enjoying their new L-36 launched June 14.

The Pacific Coast Lightning championship regatta July 4 at the Royal Vancouver YC will have two entries from Mission Bay YC, Ed Moore's *Zoom* and Ed Anderson's *Black Magic.* The California district championship regatta will be at Cabrillo Beach YC

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A QUALITY import (M.O.R.C. Rule)
Double planked Philippine mahogany hull — Glassed decks and cabin top — Beautifully finished cabin—Sleeps 4—Hollow spruce spars—roller reefing—Large self-bailing cockpit—Stern outboard motor hatch—Easily trailed—1000 lb. fin & bulb keel—Sails included: Main, Jib, Genoa, Spinnaker and Pole.
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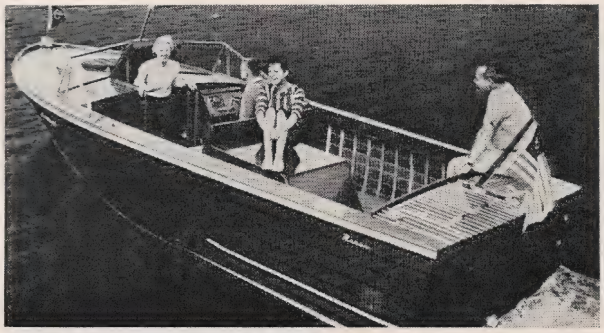
Richardson "43" Salon Motor Yacht

The finest cruiser built in the Richardson Fleet of better boats. Every comfort . . . every convenience . . . with wide walk-around decks protected by mahogany handrails, large salon deckhouse with dining area and galley on same level. Spacious sundeck from control station to transom. Optional canvas top or hard top—twin power—fuel capacity 360 gallons. Sleeps up to ten with two toilets and two stall showers. Two permanent berths in captain's stateroom. Skipper the finest—Richardson "43" Salon Yacht.



22' CENTURY RAVEN
Ideal "all-weather" sportfisher capable of speeds to 36 mph. Hull of African Mahogany fastened to steam bent white oak frames. Two bunks forward. A true "heavy weather" boat.

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(See Page 13)
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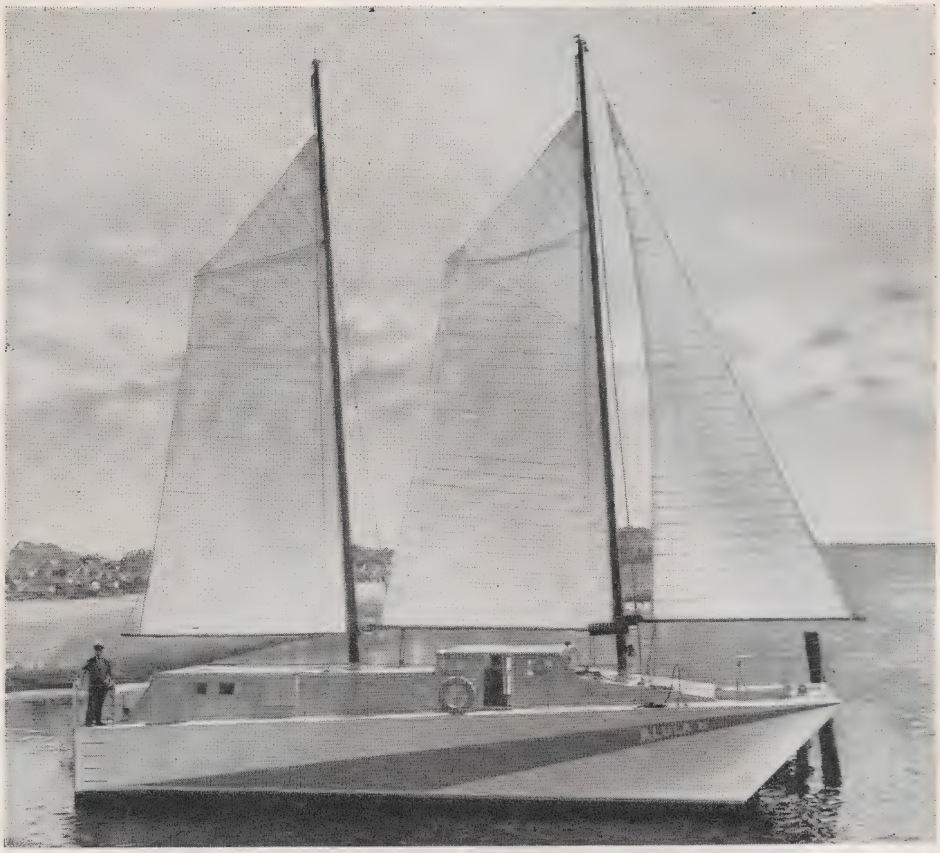
My New Catamaran, ALULA II



Completed early in 1958 **No. 27R851** **Dimensions: 51′x16′x3½′**

Six-cyl. 85-HP Nordberg engine
Gaff schooner rigged
Three-blade 20-lb. propeller, 2-in. shaft
Lighting system: electric and kerosene
Six 6-volt batteries, wiring lead armored
Gasoline and water tanks, 600-gal. capacity
Hand powered windlass
Anchors: 85-lb. and 30-lb. Danforth
100-lb. Navy
CO_2's: 15-lb., 4-lb., 2-lb.
Air scoop and bottom drain for gas and vapor escape
Tender: 8-ft. sailing Grumman

Three cabins 12 ft. x 10 ft.
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Three bathrooms with electric flushing and one fresh water shower
Roomy completely equipped galley
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Built-in garbage disposal
Forty large storage lockers
Life lines around entire weather deck
Coast-Guard-approved life preservers, two life rings
New material used throughout
Hull, blue, yellow, blue; top works, yellow; sails, white

Alula II has fifty water-tight compartments. A dozen one-foot holes below the water line would allow her to sink only eight inches and would not interfere with navigation.

Alula II has proved safety factors for which patents are pending.

Plans have been made for **Alula III** which will use the above features on a larger scale.

This boat is being offered at $33,000, which is far below its cost.

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The "LION'S" well known racing record and her low C.C.A. rating of 22.9 make her a threat in any company.

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25' x 19'6" x 7'2" x 3'11'

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Sleeps two below and two in the cockpit.

Stuart Turner engine

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Priced sail-away for under $6,000.

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28' x 21'10" x 3'11" Cruising-Racing One Design. Finest Swedish construction and materials. Mahogany planked, copper rivet fastened with all chrome-bronze accessories. Sleeps 4 on Airfoam mattresses; complete galley, dishes, glasses and flatware. Dacron main, jib and genoa with nylon spinnaker with all gear. Winches, pulpit, lifelines and rigging all stainless, chrome. 5.5-hp Penta engine w/cockpit controls. Lights, bilge pump, sling, etc. **ONLY $8,500. Delivered San Francisco. IMMEDIATE DELIVERY NOW!**

40' Newporter Diesel Marc. Ketch '57; 37-hp Mercedes; spacious living for 6; Dacron sails. Over $20,000 in beautiful equipment including shower, hot & cold water, Bendix auto pilot, dir. finder, model 70 radio-tel., depth finder, el. anchor winch, stainless rig., Kenyon speedometer, extra tankage, dinghy, outboard, covers, 2 awnings, el. refrig., all offshore cruising gear, etc. Boat in beautiful "Ready-to-go Condition." **Full particulars and huge savings price upon request.**

36'6" Hunter Sedan '55; twin 150-hp Grays; sleeps 6 in 3 cabins; radio, dir. finder, fathometer, etc. A fast, clean family cruiser for only $15,000.

34' Stephens Twin Sedan '50; 2 115-hp Crowns rebuilt; roomy 4 sleeper; radio, pilot, etc. Completely refinished, upholstered. Try $14,750.

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34' Stephens Twin Sedan '49; 2-115-hp Crowns; radio, el. winch, etc. Try $13,750.

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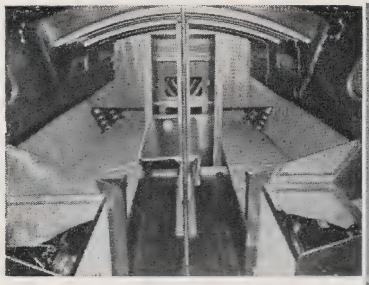
"Gracious Me"

Once in a great while an unusual diesel motor-sailer such as that pictured above is available to the used boat market. Just returned from her second trip to the Galapagos Islands, she will be available for delivery to a new owner about June 15th, after complete refinishing by SERVICE AFLOAT.
With an estimated replacement of $39,000, the seller is most generous in offering this fine ship for only $21,500, as he is presently engaged in building a larger boat.
Her complete specifications and inventory are available upon request for your critical appraisal. 30'x27'x10'x5'6". G.M. 2-71 cruises 2160 mi. Built by Chapman 1950. Lapworth designed. This you must see to appreciate!

the new 30 ft. HOLIDAY Sloop



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Equipment includes: 21 cu. ft electric refrigeration, 50-watt radio, RCA direction finder, Bendix depth recorder, 3-71 GMC diesel 1957, Watts Dacron sails, 2-kw diesel generator.

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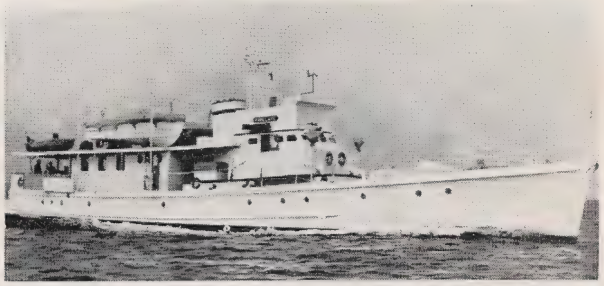
110′ Twin - Screw Diesel Cruising Yacht



Designed by Sparkman-Stephens, built by Fellows & Stewart in 1943. Beautifully converted to her present attractive layout in 1949.

Ample diesel power gives her a cruising speed of 12½ knots with a remarkable cruising range of 4500 miles! Her accommodations include 4 double staterooms, 4 heads and 3 showers, spacious lounge and crew quarters. Stainless steel galley is on deck, with large electric refrigerator and deep freeze. Additional equipment includes hi-seas radio, automatic DF, pilot, depth recorder and radar.

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26' PIC Sloop, built in 1954, sleeps 2, clean	3,500
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40' Ackerman Newporter, built in 1957, diesel aux, Dacron sails, radio, dinghy, excellent	32,000
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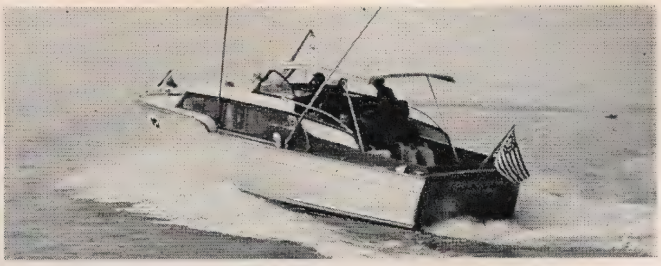
35' TS Owens 1957 Express, radio, like new	19,000
34' TS Chris 1951 DCEB, radio, dinghy, clean	14,000
34' TS Monarch 1949 Express, new 145-hp Chris's radio, aux. generator, elec. stove, sleeps 6	13,500



30' TWIN CHRIS-CRAFT

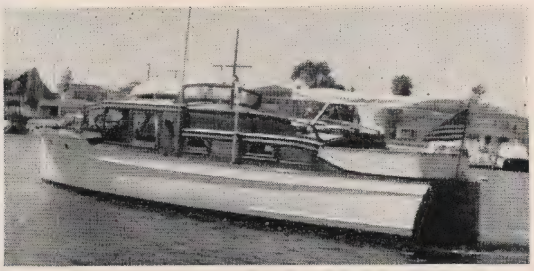
Pictured above is the popular Chris-Craft Express. Built in 1949, this boat is powered with two 145-hp Chris-Craft engines, rebuilt 1958. Extras include: radio, new navy top, outrigger, silencers, Morse dock lights, blower, covers. See this clean, fast boat in our anchorage. Asking **$10,500.**

34' TS Hunter 1952 sedan, radio, DF, clean	$12,500
32' TS Chris-Craft 1953 Express, radio, fast	13,500
31' TS Owens 1957 Express, like new, clean	12,000
26' TS Fairliner 1947 Express, radio, bait tanks	6,950

HUNTER CRUISERS AND FAIRLINER BOATS ON DISPLAY

OR 3-8282

★ 829 BAYSIDE DRIVE ★ NEWPORT BEACH ★



38' Fellows Craft, beautifully built of finest materials. Sleeps 7 in 3 cabins; radio; Nordberg power; DF, auto pilot, fathometer; dinghy. An excellent, comfortable, economical family cruiser. $12,000

• • • • •

Several small expresses, starting at	$1,750
16' Century utility; 88 HP, just refinished	1,750
27' Correct Craft, twin 100 HP, pilot, radio	6,800
31' Owens express, like-new condition	13,750
34' Hunter express, twin 150 HP, 75-w S/S	12,500
40' Wheeler Sunlounge; many extras	16,500
40' Richardson bridge deck cruiser	20,000
46' Chris-Craft bridge deck cruiser; V8's	28,600

HIRTH HARBOR

847 Bayside Dr. ORiole 3-9991 Newport Beach, Calif.

MATTHEWS ☆ COLONIALS

42' Sport Fisherman	33' Sport Fisherman
42' Martinique	33' Sedan
42' DeLuxe Sedan	37' Sport Fisherman
42' Convertible Sedan	37' Sedan
42' F.B. Double Cabin	38' Custom Sport Sedan

(Matthews and Colonials are now available with "Walk Around" Decks)

Place Your Order Now for Fall Delivery

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ROBERT V. STAATS CO.

770 West Coast Highway Newport Beach, Calif.
Days—Phone: LIberty 8-3545 Nights—ORiole 3-1376

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Quality Used Boats—both Power and Sail

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For Sale or Charter—
75' Steel Offshore Cruising Yacht; diesel; long range.

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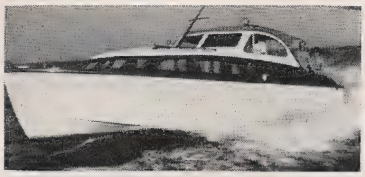
NEWMARKS' YACHT SALES

BROKERAGE • CHARTER • NEW BOAT SALES • INSURANCE • CONSULTANTS

YACHT CENTRE OFFICE — Berth 204, Wilmington — TErminal 4-5016

For Sale—Popular TS Drake 26′ Express. This boat has had excellent care during its short life. Sleeps 4; encl. head; S/S; covers. Priced at but $8,500.



A better than new TS Drake 33′ Sedan, offered for sale for the first time; all custom interior; maintained in best possible condition. Open to offers—terms may be arranged.

Popular P-32 sloop now offered for sale. S/S, fireplace, covers, teak decks, st.st. rigging and much more. Asking but $13,000.

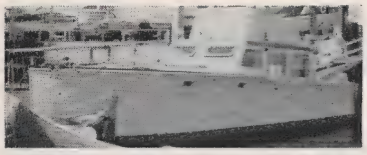
Power

18′ **Inboard Express.** 2 to choose	$ 1,750
22′ **'57 Jeffries;** Cad. 44 mph	4,750
24′ **Truscott;** Bait tank; sleeps 2. Reduced to	2,850
26′ **TS Owens; S/S;** new condition	8,250
26′ **TS Chris-Craft Hardtop; S/S;** sleeps 4	9,850
28′ **Hunter Sedan; S/S.** Sharp	6,000
32′ **TS Fellows;** new S/S, DF, pilot. Only	6,250
34′ **TS Owens Sedan.** Will trade for Arrowhead property.	
37′ **TS Drake;** windlass; pilot; roomy	14,500
41′ **Diesel cruiser;** S/S, pilot; sleeps 6	Offers
45′ **TS '53 Chris DCFB;** sharp. Low down payment	
47′ **TS DCFB Cruiser.** Real nice	15,000
50′ **TS Elco** in yacht condition	Offers
75′ **TS Diesel,** yacht equipped	Owner anxious
104′ **Diesel conversion;** loaded and nice	28,500
147′ **TS Diesel Yacht;** Radar, the works	Offers

Sail

30′ **Popular Tahiti Ketch.** Tops	$10,000
32′ **Aux. Sloop,** S/S, teak decks	Offer
36′ **1957 Swedish Sloop;** Dacrons, S/S radio	Anxious
48′ **Diesel Cruising Cutter,** sleeps 8	22,000

LONG BEACH MARINA OFFICE — (Alamitos Bay)—215 Marina Drive — GEneva 4-1884



38′ Huckins with twin f/w-cooled 300-hp Cadillacs new '57; dual controls; complete fishing equipment; elec. windlass; pilot, depth recorder, S/S radio. Cruises at 20 kts in comfort. Asking $20,000.

46′ DCFB Chris-Craft, repowered '56 with twin 250-hp Imperials. New monel fuel, water tanks. Completely refurnished, hot & cold pressure system, pilot, S/S, elec. heads, etc. Clean as a whistle.

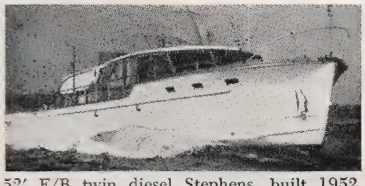
Fast, spacious, reasonable! This 72′ Lawley-built schooner with 2 single and 1 double stateroom has total accommodations for 8, offers many interesting possibilities. Owner will take property or small boat in trade. Priced for quick sale.

Power

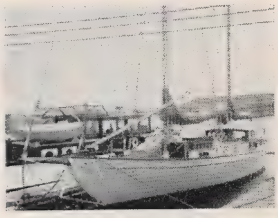
18′ **Bellboy,** Twin Mercuries	$ 3,500
21′ **Trojan Sedan,** only 50 hours	4,500
23′ **Chris-Craft Holiday.** Fast	Priced to move
33′ **TS F/B Chris-Craft Sedan.** Clean. Ask	12,500
35′ **TS F/B Drake Sportsman**	A plus boat!
38′ **TS Huckins,** F/B; new Cads. Ask	20,000
41′ **TS F/B Custom Sportfisher,** 400 hp	Tops
42′ **TS Drake,** twin 250 Imperials; loaded	Offer
49′ **TS Yacht,** sleeps 8; shower; refrigerator	17,500

PORT ORANGE OFFICE — 2401 W. Coast Hiway—Newport Beach — LIberty 8-0423

32′ TS Chris-Craft Express. Radio, DF, fixed CO_2, bait tank & pump; twin 145-hp engines with low hours. Spotless! Owner wants action.



52′ F/B twin diesel Stephens, built 1952. New Cummins diesels '57; sleeps 7; 3 elec. heads, shower; elec. refrig.; full electronic equipment Beautiful condition, fully found. Similar to photo.



55′ Alden ketch in top condition. New doghouse, new Dacrons '57; boat wooded '57; new wiring; S/S radio, etc. Prepared for extended cruising. Must be sold immediately.

Power

22′ **'57 Chris Express;** sleeps 4; 30 hours	$ 5,000
26′ **'57 TS Drake,** 290 hp; like new	Anxious
30′ **'57 Hunter Sedan;** sharp. Ask	9,950
32′ **TS F/B Stephens,** twin Imperials	Loaded
35′ **TS Elco,** repowered, immaculate	19,500
40′ **TS F/B Matthews,** 400 hp. Ask	22,000
46′ **TS DCFB Chris,** sharpest afloat!	Offers
90′ **TS Diesel yacht**	Owner wants fast action

Sail

29′ **Dragon,** 5 bags of sails	$ 3,750
30′ **Dunnigan sloop,** sleeps 4; Dacrons	Offer
37′ **Aft Cabin Ketch;** beautiful	Reduced
40′ **Sloop,** ready to race or cruise	15,500
55′ **Angelman Yawl**	Really priced to sell!
83′ **Diesel Sloop,** outstanding record	Offers invited

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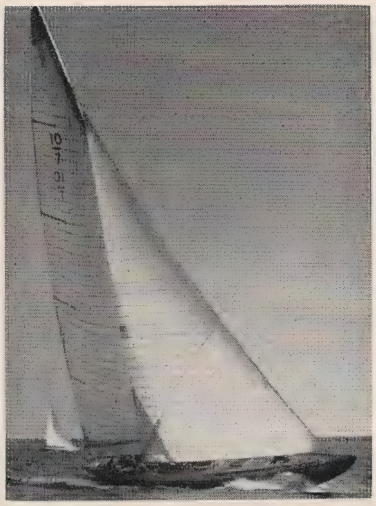
"—Yacht to buy now"



Beautiful 59′ Sloop, skipper-maintained, complete Watts Dacron sails; 1956 Gray Aux. A thoroughbred in all respects. $20,000

TO CRUISE with ease and contentment to any distant island that pleases your fancy, we recommend:

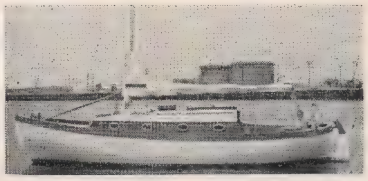
50′ Marconi Ketch, Watts Dacron and Nylon sails. Completely outfitted in 1957 for a long cruise. Sleeps six; 300 gal. water, 200 gal. fuel. $21,000

25′ Marconi Sloop; Baxter-Cicero sails; 1956 Universal Aux; cedar planked, teak deck. A comfortable boat for a small family.

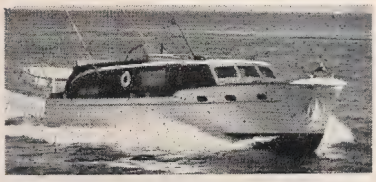
22′ S & S, twin Chris-Craft engines; built 1955, completely refinished March 1958; sleeps three on airfoam. Fine water-ski boat.

TO RACE and finish far ahead of the fleet, we recommend:

K-38 number 32, launched in 1956, complete Watts Dacrons, Monel tanks, mahogany plank. A winner in any company. $15,000



Typical Swedish 31′ Cruising Sloop; stainless rig; 1956 aux; large cockpit. An able sailer.



50′ Chris-Craft with 1957 twin Chrysler Specials and speed of 27 knots. Auto pilot, RDF, depth finder. Skipper serviced. Flawless in all details.

33′ teak deck cutter, Universal aux; sleeps five in 2 staterooms. Perfect condition.

PETER W. VARNEY CO.
YACHTS

3108 Lafayette Avenue — By the bridge to Lido Isle — Newport Beach, Calif. — ORiole 3-2780

For Sale—64' Grebe ketch-rigged Diesel Motor Sailer. Top construction, teak decks, bronze fastened, stainless rigging, spruce masts. A real seagoin' vessel, loaded with comfort. Large owner's stateroom aft with shower and tub; two guest staterooms; large sunken wheelhouse and deck lounge amidship; dining salon forward. Complete galley with 5-burner range, electric refrigerator, deepfreeze etc. Other equipment includes 150-w radiophone, auto pilot; Raytheon fathometer, Kaar RDF, Bendix ADF, diesel generator, 110-v electrical system. An outstanding opportunity to own one of the finest motor sailers available. Dimensions: 64'6" x 60'1" x 15'6" x 6'6". For further details and inspection consult Peter W. Varney.

POWER CRUISERS

23' **Chris-Craft** '46 Express. Sleeps 2. Fast. Chrysler 115-HP engine. Try.....$3,300
25' **Richardson** '46 Sedan. Sleeps 4. Radiophone. Chrysler 115-HP engine..... 3,950
25' **Fairliner** '47 Express. Sleeps 2. Fast. 2-Chrysler 115-HP engines.....Offer
29' **Chris-Craft** '50 Sedan. Sleeps 4. 2-Chris 145-HP engines. Extras! A buy!..... 8,250
30' **Hunt Craft** '48 Sedan. Sleeps 4. Roomy. A fine family cruiser. A bargain..... 6,750
30' **Hunter** '56 Sedan. Like new condition throughout! Sleeps 4. Anxious to sell..... 9,950
30' **Elco** '47 Express. New Chrysler Crown Special 135-HP engines. Fast!.....13,500
33' **Chris-Craft** '49 Sedan. Flying bridge. Dual controls. Sleeps 4. Extras 12,500
34' **Custom Diesel Sedan.** Buda diesels installed '57. Sleeps 6. Top shape....Ask..16,500
34' **Chris-Craft** '50 Express. Navy top and curtains. 2-145-HP engines. Pilot, etc...15,500
35' **Elco** '47 Sedan. New Chrysler 135-HP engines. Refurnished 1957. Anxious....19,500
35' **Owens** '57 Express. Sleeps 6. Cruise 20 mph. Radio, shower, etc. Must sell!....Offer
36' **Stephens** '55 Deluxe Sedan. Top condition! Chrysler V8 200-HP engines. Fast..24,500
36' **Chris-Craft** '47 Sedan. Sleeps 6. Needs cleaning and paint. Several extras....13,500
38' **Seagoin' Diesel Sportfisher.** New GMC 3-71 engine. Sleeps 7. A man's boat! 20,000
38' **Matthews** Sedan. Sleeps 6. Chrysler Majestic 160-HP engine. Clean condition...Offer
40' **Harco** '48 Sedan. New Chrysler V8 275-HP engines. Top condition throughout!..Offer
40' **Custom** '53 **Sportfisherman.** Flying bridge. Dual controls. Exceptional!.....Ask 30,000
41' **Chris-Craft** '49 **Double Cabin Flying Bridge.** Dual controls. Every extra!.....24,500
42' **Chris-Craft** '52 **Double Cabin Flying Bridge.** Sleeps 8. Shower. '57 engines..26,500
42' **Chris-Craft** '56 **Custom Diesel Sportfisherman.** Original cost over $65,000....47,500
45' **Chris-Craft** '53 **Double Cabin Flying Bridge.** Top condition! Terms available..32,500
46' **Chris-Craft** '48 **Double Cabin Flying Bridge.** New engines 1957. Sleeps 8.....27,000
48' **Stephens** '47 **Double Cabin Flying Bridge.** Dual controls. Sleeps 9. Loaded!....47,500
53' **Elco Flying Bridge Yacht.** 3-staterooms aft, shower, pilot, radio, etc.....33,000
63' **Diesel Cruising Yacht.** Luxurious accommodations. Finest equipment. A beauty..Offer
75' **Diesel Flying Bridge Yacht.** New engines 1956. Complete and ready to go!..38,500
83' **Diesel Offshore Cruising Yacht.** 3000 mile range. Every extra! Real Value....70,000
118' **Luxury Diesel Cruising Yacht.** Just about the last word in yachting!.....Inquire
147' **Diesel Cruising Yacht.** Capable of going anywhere! Outstanding opportunity...Inquire

Many Other Attractive Offerings. Let Us Know Your Requirements

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COLUMBIAN and FEDERAL Equi-Poise Propellers
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WESTGLAS
PROTECTIVE COATINGS
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  New Colors for 1958
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  Excellent Shelf Life

- **WEATHER-KOTE (Epoxy Base)**
  Mix and Apply — No Waiting
  Full Range of Colors
  Longer Pot Life
  Easy to Apply

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South Coast Company

YACHT BROKERAGE

Newport Blvd. at 23rd St. **Newport Beach, Calif.** **Phone: ORiole 3-5300**

Builders of the Blue Water 30, South Coast 23 and South Coast 18

48' Water Taxi, GMC 6-71 diesel; 450-mile range; 10-ton load capacity; licensed for 49 passengers; equipment includes toilet facilities, 35-watt S/S. $16,500

36' Diesel tug completely rebuilt 1957 including refastening hull, new engine bed, tanks, piping, wiring, after-deck, wheel house and steering gear. Less than 100 hours on main engine. $12,500

60' Alden Ketch, diesel aux.; all Dacron sails; excellent condition; new Bendix autopilot; new stove; new 12' Nylox dinghy. This beautifully maintained yacht is ready to go anywhere $40,000

See the DYER DINGHY display

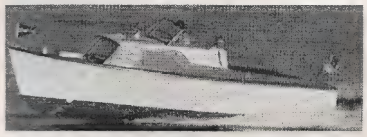
Rowing and Sailing models built by the world's foremost builder of dinghies

—SAIL—

14'	**Saturn Bay Sailer**	$ 800
14'	**Sandpiper,** immaculate	800
16'	**Lear Cat**—catamaran, red & white sails	600
23'	**Albatross,** Dacrons	2,150
23'	**Albatross**	1,900
23'	**Star,** all mahogany	1,150
26'	**Folkboat**—sloop—perfect condition	4,950
27'	**King's Cruiser,** all Dacron sails	7,200
46'	**Calif. 32**—excellent	31,000
56'	**Ketch by Stephens,** Diesel Aux.	50,000
63'	**Ketch,** completely rebuilt, better than new	60,000
110'	**Schooner,** ready to go anywhere	60,000
110'	**Schooner,** steel hull, needs repairs	Offer

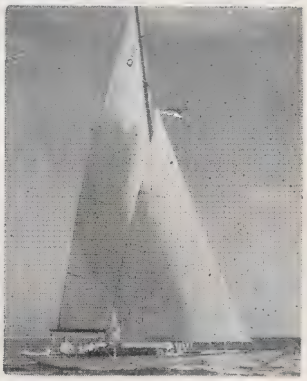
—POWER—

15'	**Inboard, Bay Launch,** fiberglass	$ 1,100
18'	**South Coast 18,** 100 hp—1957	3,300
20'	**Chris-Craft**—158 hp	2,250
23'	**Sportfisher**—launch	3,000
23'	**Owens '56**—115 hp, encl. head	3,500
24'	**Chris-Craft Express,** 145 hp	5,500
31'	**Owens '56,** Twin 136's, sleeps 6	13,000
32'	**Chris-Craft '54 Commander**—extras	Offer
34'	**Hunter,** Twin 225's, sleeps 6	Offer
38'	**Matthews**—very clean—sleeps 6	14,500
36'	**Diesel Tug,** completely rebuilt	12,500
40'	**Chris-Craft Express,** fly bridge	Offer
40'	**Richardson,** dbl. cabin, fly bridge	22,000
46'	**Water Taxis**—4 to choose from—diesel	8,500
65'	**Diesel Freighter,** excellent condition	40,000
117'	**Diesel Cruiser**—Hi Seas teleph, radar	115,000



New South Coast Offshore; 136-hp Gray, 32 mph; Lapstrake construction; Perfect for offshore fishing; 60-gal. fuel tank.....$6,225

26' Luders 16, built by South Coast; excellent condition, ready to race. Full cover, 2 full cockpit cushions, 2 mains, 2 genoas, 2 spinnakers. See this one and you will buy it.....$3,300



48' Eight Meter Aux. Excellent racing record. Equipped for cruising. 4 cyl. Universal aux. $10,000

Boat Building—Repair

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Our big boat showroom is open every weekday from 8 till 5; Sundays 9 till 5.

Particulars believed correct but not guaranteed. Subject to prior sale or withdrawal without notice.

Richardson Yacht Anchorage Inc.

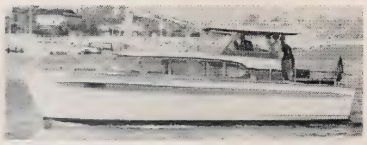
SOCIETY OF YACHT AND SHIP BROKERS

1601 Bayside Dr., Newport Beach P.O. Box 35 ORiole 3-0850

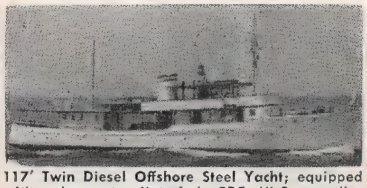
Whether Buying or Selling Let Us Help You. There is no Substitute for Experience.

1927 - 1958

Chris-Craft Catalina Super Sun Deck model, 50'x12'x3'6". Repowered with Gray 200-hp engines; Bendix equipment incl. fathometer, autopilot, radio, Hi-Fi; forced air heat; elec. anchor winch; all new covers; dinghy, new outboard; teak decks; Navy top. Beautifully furnished.



1958 30' Richardson Express. An excellent boat for sportfishing or family cruising. Powered with a pair of 160-hp Gray V-8s.



117' Twin Diesel Offshore Steel Yacht; equipped with radar, auto-pilot, fath; RDF, Hi-Seas radio; st. st. galley. Luxurious accommodations. By appointment.

18' Lyman Islander; 60-hp Gray; head; Navy top etc. Shown in our Anchorage.

Island Clipper, 44'x30'x9'6"x6'6". Blt. by Fellows & Stewart '57; equipped with Dacron sails, new nylon cross cut spinnaker, stainless rigging; new radio; Gray 4-25 engine; life lines, pulpit fore and aft; dinghy; covers.

Just listed—one of the nicest 44' Alden jib-headed ketches afloat. Teak decks; auto CO2; elec. bilge pump; elec. head; full complement of sails; S/S; dinghy; st. st. pulpit; powered with Chrys. Ace. Shown in our Anchorage.

Just Launched —
the first all new LAPWORTH-32

Built by Arndt Boat Co. in Costa Mesa and distributed exclusively through Richardson Yacht Anchorage Inc.

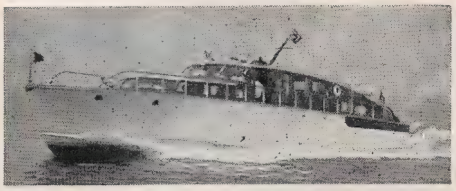
Built to highest specifications with bronze fastenings, mahogany planking, cast bronze floor strapping, stainless rigging, Cicero Dacron sails, life lines, winches, extra-large icebox, stove in gimbals and many more features required by the cruising-racing man and woman.

Sleeps four in separate berths with full headroom throughout. Plenty of deck space, and best of all a 7-ft. self-bailing cockpit for ample leg room.

Call for appointment — See it and sail it now

Full price, including sails, $15,000 plus tax

None finer afloat than this 63' TS Diesel Yacht. Double mahogany planking, bronze fastened; cruises at 13 kts. Luxurious appointments; in beautiful condition. Appointment imperative. Inquire.



1957 40' Newporter Ketch; sleeps 7 in separate bunks; Dacron sails; st. st. rig; Gray aux; autopilot; fath; sailing dinghy. Priced to sell at $24,950. Shown in our Anchorage.

Subject to prior sale or price change without notice. Particular believed correct but not guaranteed.

— Financing Available —

In addition to our Brokerage Service we are Representatives for:

- ☆ **RICHARDSON CRUISERS**
- ☆ **ROAMER STEEL CRUISERS**
- ☆ **WHEELER YACHTS**
- ☆ **LAPWWORTH 32**
- ☆ **NEWPORTER**
- ☆ **CENTURY BOATS**

Richardson Yacht Anchorage Inc.

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—Just Listed for Sale—

ONE OF THE MOST BEAUTIFUL MOTOR SAILERS available on the seven seas. Mere words cannot describe the luxury, comfort and safety found in this vessel.

Dimensions 86' x 80' x 19' x 7'

Equipment includes:

- 2 180-hp Superior Diesel engines
- 2 Diesel Aux. Generators, 10 kw and 3 kw each
- 2000 gals. fuel, 1180 gals. fresh water
- High Seas radiotelephone
- Automatic Pilot
- Decca Radar
- 2 Fathometers
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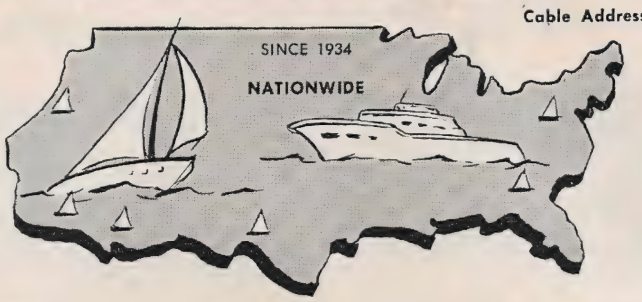

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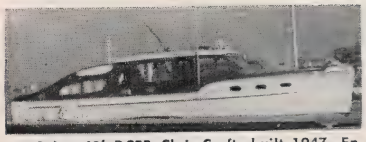
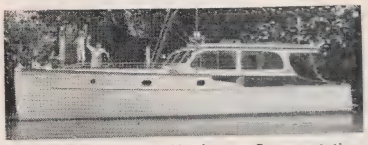


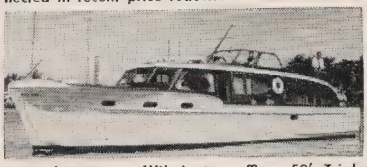
For Sale—40' DCEB Chris-Craft, built 1947. Engines, a pair of Chris-Craft 145's installed '53; slps. 7; Beautifully equipped throughout. Located at our Newport Beach office.



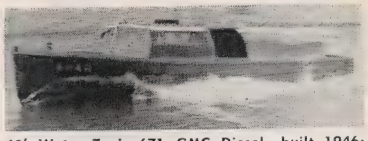
For Sale—Thru our Northwest Representative. Immaculate 40' Matthews, built 1950; twin Chrysler engines. Very good equipment.

For sale—Handsome 110' Subchaser conversion. GM diesels. A proven offshore cruiser. Shown through Newport office.

For Sale—At our Wilmington Office. 148' Twin diesel yacht. Needs some work which is reflected in recent price reduction.



For sale—at our Wilmington office—50' Triple Screw Chris-Craft Catalina 1954. Sleeps 10.



48' Water Taxi; 671 GMC Diesel; built 1946; rugged construction for heavy duty use. Would convert to fast charter Sportfisher. Shown through San Pedro office.

21' Chris-Craft Cruiser; sleeps 2; well built with full covers; clean. Value. Shown through San Pedro office.

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40' Diesel Cutter Motor Sailer..... 16,500

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28' Leeper cruiser; slps 3; blt by San Pedro Boat Works.....$ 4,600
30' Fellows and Stewart cruiser; Chrys. Crown; slps. 4; full covers, clean..... 4,600
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—SAIL—

23' Dutch Design Cruising Sloop; Universal Eng.; sleeps 2; head. Good sea boat.....$ 2,500
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27' Feather Sloop, Watts Dacron sails, full covers.... 2,150
33' Dunnigan Cutter, built '54; sleeps 6; Univ. eng; 6' headroom. Inspect.
35' Schock Diesel Aux. Yawl; sleeps 7; Dacron sails; beautifully maintained.

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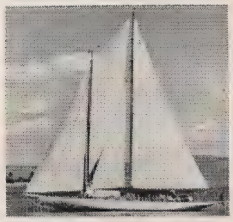
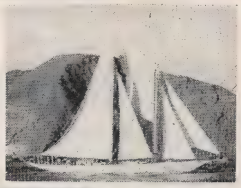


For Sale — Thru our Northwest Representative. 62' Auxiliary Schooner. Fast & able. Sleeps 8. Well equipped.

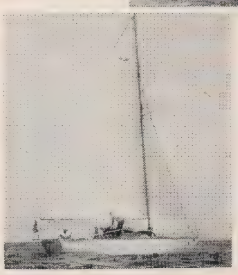
For Sale — 82' Shoal draft Diesel ketch with large deck house. A real beauty. Shown through our Florida representative.



For Sale — At Wilmington Office, Diesel Staysail Schooner. 107'x21'x12'6". Built of 3/8" nickel steel. Roomy & able.

For Sale — 48' Steel diesel ketch; completed trip from England. A real value. Shown through Wilmington office.

For sale — at San Pedro office—31' Swedish cruising sloop, Penta eng;. sleeps 4, enclosed head.



30' Alden sloop; st. st. rigging; teak decks; slps 4. Realistically priced to sell. Shown through San Pedro office.

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34' Stephens Custom Express 1952; twin Imperials
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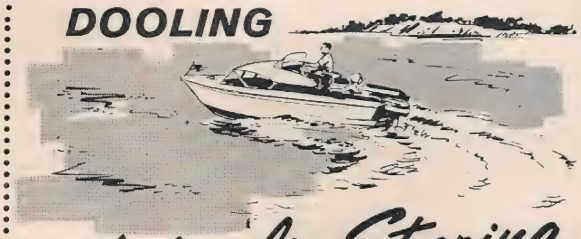

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AIMS of the Afterguard

FROM time to time you readers have indicated your interest in behind-the-scenes activities at SEA AND PACIFIC MOTOR BOAT magazine. Usually we are busy just putting out the magazine. But recently we did something special. We mailed more than 1000 questionnaires to a representative group of you, asking certain questions about your boats and boating habits.

We received an enthusiastic response! More than half (55% to be exact) replied, not only answering our questions, but adding a great number of comments, some "brickbats" and others "bouquets." Whichever they were, we were most appreciative; for we know that when readers take time out to answer surveys or offer comments they have a sincere interest in the magazine.

Such a response has given us a great deal of information. Further it has brought to light some questions which we believed everyone understood about magazine publication. We shall try to answer them in this column, which we shall print occasionally.

We shall also bring you some of the comments, for they indicate that we serve a wide and varied audience of boat owners. And even more remarkably, they show that our readers are interested in all phases of boating, in their own most of all, but in others' activities as well. One reader put it this way, "I think without exception each owner looks or dreams ahead to a larger, more luxurious boat."

Question No. 1 - - - Deadlines

But we are getting somewhat off the subject, although you will appreciate our delight in having such a loyal following. One of the first questions we would like to discuss is one that appeared quite often in the comments. It is, "Why is it that SEA is so late in printing the news, often publishing results of races as much as 30 days after they happen?"

We at SEA understand the answer to this question very well. Probably we understand it too well and for that reason believe that everyone else does too. The answer is one word . . . deadlines. And it is a word that since time immemorable has breathed fear in a publisher's heart. For it is the one immovable rock that we hang up on each month. When the printer says all editorial must be in type by the third of the month preceding the month of publication (i.e. July 3 for the August issue), we know that he means what he says. He has a large number of magazines to print each month and can only allocate us a certain part of the month for ours. This means that SEA must get to the printer by this date or IT DOES NOT GET PRINTED AT ALL.

Thus if a boating event occurs after the third of the month, it just can't possibly get into the next issue. If the event occurs July 3, it can be rushed into type and hustled to the printer in time to make the August issue. But if it occurs any time after that date it has to be held over for the following issue.

The Inside Story

You might well ask what happens to a story between July 3 and the end of the month. The answer is that the story has to pass through a large number of hands before it comes to you in the mail or is delivered to the newsstands. It first has to be edited and set in type. Then proofs have to be edited. At the same time pictures are on their way to the engravers. When they come back they have to be combined with the editorial into page layouts, and again edited and proofed.

This sounds like plenty for our staff to do, but at the same time advertisers are bringing in copy. For deadlines apply to advertisers, too; but they must get their ads in even earlier than the editorial. The ad follows the same procedure as the story. And when it is printed, it has to be fitted into page forms. You can see why our staff takes a day off when they finally send everything to the printer.

The production of SEA is not just a little job, but one that takes a large number of competent people a great deal of time. The only way we can assure you a magazine in your mail when you want it is to have very strict deadlines. One bit of good news is that printing methods are improving all the time, and we hope that in the future the total time between the deadline and the day you receive your copy will be shortened. We also hope that by special printing methods we shall be able to insert "late news" just before an issue goes to press. There are many other printing advances in the offing, and we will tell you about them as soon as they evolve.

Our exploration vessel was the 33-ft. Monk-designed cruiser Cara Mia owned by H. P. (Del) DelSimone of Richmond, Calif.
— Jan Mower photos

OUT of the FOG

By THE EXPLORER

THE delta is a fascinating and challenging labyrinth of waterways in Northern California. Each slough has a marked resemblance to the adjoining one and navigational markers are conspicuous by their absence. One and both have made many a skipper steer a complete snafu even in the best of weather. But winter in the delta brings another problem for the boating man, tulle fog.

Tulle fog is completely unpredictable. It may hang high above the water for days; then drop like a curtain coming down on the last act. During the winter months one notices that the deadline has been pretty well established. Boats head for home port and tie up about 1600.

All this had been calculated. We boarded the 33-ft. Monk cruiser *Cara Mia* at the San Joaquin Yacht Club on Bethel Island. Our destination lay due south, although the course was not such a direct approach. At standard speed we should be there in one and a half hours. We headed N by E on Sand Mound Slough, passing a portion of Frank's Lake. The northern end of Holland Tract was on our starboard side.

Winter in the delta finds the levees shaded to browns, and only a few of the trees along the sloughs remain green. The wild blackberry vines seem to offer the only bright colors of red; but even in winter garb this lowland is interestingly beautiful.

The weather report predicted jolly old sunshine with slightly lowering temperatures. What it actually turned out to be was a day of jolly old fog and cold. A skipper missing his computations that far would probably end up on the rocks. Weathermen, on the other hand, have a dandy group protection plan called "the ten thousand variables."

By the time we had passed the resorts and summer cottages on Bethel Island we had reached Old River. Right rudder put us into the river and the captain ordered full-speed-ahead. The only reaction to that order was a mutinous sound from the engine. Upon checking this out it appeared that the clutch was flying a protest flag. After due test it was evident that we were going to cruise this course at eight knots or less and like it.

Having re-established our time, we noticed that now there was something hanging between us and the sunshine and it was not Russian propaganda. Out of courtesy to distressed captains, none of us said anything. We all knew that this had better be one of the fastest exploring jobs we had ever done.

Still on Old River we passed the east side of Holland Tract and Palm Tract. The proper series of blasts opened the railroad drawbridge for us, and about 30 minutes later we headed into Indian Slough. We were nearing our destination.

Cutting speed we prepared to explore new territory. Ahead was Orwood Resort which lies at the end of Indian Slough. A short neck of land separates the end of the waterway and is a part of the resort. This section of land houses a large, covered picnic and barbecue area, with tall shade trees overhanging all. A nice lawn covers the entire peninsula.

Coming in we passed a white, sandy beach lying

Coming into the Orwood Resort one sees a big barbecue and picnic area which will be used extensively this summer.

The berthing area at Orwood is separate from the visitors' float. It handles small boats up to 21 feet. The restaurant is in the background.

on our port side. This area was outfitted with sturdy diving boards, rafts and swim floats. Behind it was a play yard for the small fry, with swings and playground equipment. We tied up to the visitors' float on one side of the peninsula and took off.

On the other side of this land break we discovered a berthing area with 30 new rental boats. Berthing seemed to handle boats up to 21 feet overall. Circling the end of the slough we found a new launching ramp, a fueling station, parking area and small restaurant. It was here we met the owners of Orwood Resort, Jack and Bonnie Finlay, and a number of fishermen ending their day over a steaming cup of coffee. Outside their boats had been loaded onto trailers ready for the land cruise home.

The Finlays purchased the resort in 1953 in a very partially completed state. They have built the restaurant, the ramp, 300 feet of new dock and many other improvements. Jack Finlay claimed they arrived not knowing one thing about boats, resorts or just how it might end up, but they must have learned fast. Today the Finlays have a resort which offers just about every recreation facility a seagoing family could wish for.

Their visitors' float berthed 78 cruisers one week end last summer. It was a tight squeeze, but all got in and crews enjoyed a two-day barbecue and funfest. Club rendezvous are booked nearly every weekend from May through September and reservations are made directly with the resort.

By now it was almost dusk. The gang somehow all got back on time and we cast off. Just as we turned on the running lights it happened. The tulle fog was on us. The most one could see was the side of the levee if you looked hard. We all took a lookout station.

The windows inside the boat began fogging up faster than one could clean them, and the skipper gave the wheel to the first mate while he hung onto the outside of the cabin and shouted directions. Had we not had a skipper who had experienced these fogs and was well acquainted with the course, chances are that we would have dropped the hook and waited until daylight.

We made it, but there was no testing the rebellious clutch on the homeward trip. To "Del" and Judy DelSimone, skipper and first mate respectively of the *Cara Mia*, thanks for a wonderful cruise, interesting exploring and a first—and hopefully last—experience in delta tulle fog.

1958 Outboard Boating Club of the Year

The search for the 1958 outboard boating club of the year is underway sponsored by the Outboard Boating Club of America. The contest will cover the programs of OBC affiliated clubs now numbering more than 200 between May 1 and Oct. 31, 1958. For further information write the OBC, 307 No. Michigan Ave., Chicago 1, Ill.

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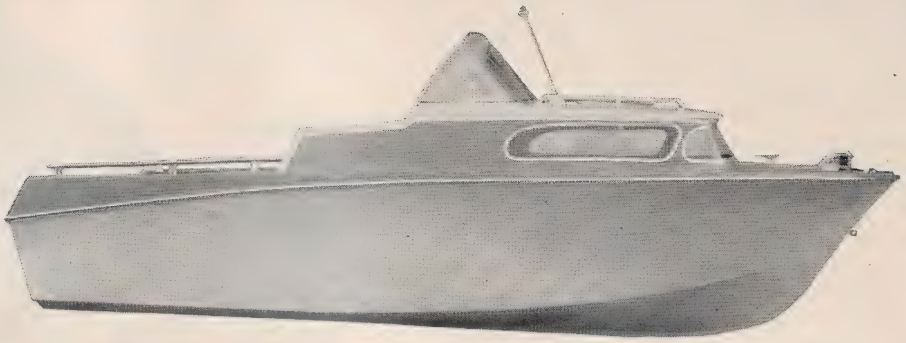

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The long Pacific swell was well to the liking of *Kuru* on the long cruise.

"Kuru" Arrives in Fiji

One fellow that likes his boating and makes no bones about it is Robert D. (Bob) Fraser of San Francisco. In 1956 he entered the Los Angeles-to-Tahiti race with his 73-ft. schooner *Viveka* (ex-*Seaweed*). He liked the South Pacific so well that he voyaged there again this year, only this time on the 78-ft. diesel yacht *Kuru*.

The trip was made in stages, San Francisco to Hawaii in December; thence to Tahiti, and then to Fiji, arriving in early May. They stopped two days at Palmyra Island en route to Tahiti, completing that leg in 14 days. His letter from Fiji says that they may return to Tahiti as the French government seems interested in the purchase of the boat. If he does sell *Kuru*, you can be sure that he'll soon have another boat.

Jada Wins Channel Islands Rassle

The Channel Islands race lived up to its name, but for only one boat, the 56-ft. yawl *Jada* sailed by George Sturgis for the Los Angeles Yacht Club. *Jada* found the wind and seas all they claimed and carried them to finish at 7:55 p.m., Saturday, May 31. It was an extremely fast time for the 265-mile race, 48 hrs. 55 min. 26 sec.

The story was entirely different for the rest of the eight-boat fleet. They caught the same light stuff *Jada* had Thursday afternoon and night. But *Jada* got her own special slant Friday and that was the race. When *Jada* was off Ventura, the wind picked up to 25, with a short sea. They worked into the channel until it got too rough, then slanted towards the shore. They

held one tack from above Ventura to Gaviota Point. Then they reefed the main and headed for the rock with their double heads'l rig.

About half way there they knew they had too much sail. It was blowing a steady 45 on the anemometer with 50-55 in the gusts. They clawed down the jib tops'l, getting wet and cold in the process for the bow was going under the big ones. Everything held together and they rounded the black buoy off Richardson's Rock at 11:45 p.m., Friday night with a full moon shining. George reached off for about eight miles after shaking out the reef and again hoisting the tops'l. Then they faced up to the miserable jibe and set their big spinnaker.

There is no more enthusiastic racer than George Sturgis and you should hear his comments from then on. He said they had the most difficult steering he had ever encountered. It was worse than the 1955 Honolulu race for the seas were shorter and steeper. Most of the seas weren't over eight feet high. Sometimes he said it would feel like the whole boat would leave the water at one time. *Jada* screamed around San Nicolas Island and carried the wind all the way home.

The rest of the fleet were surprised to see *Jada's* early time. Some of the boats had headed towards Catalina but they, too, flopped around most of the time. *Altamar* lost a shroud and had to return. *Tehani* found the going so slow that she didn't round the rock until 8 p.m. Sunday, finally finishing late Monday. At

GROCO'S GREAT in '58!

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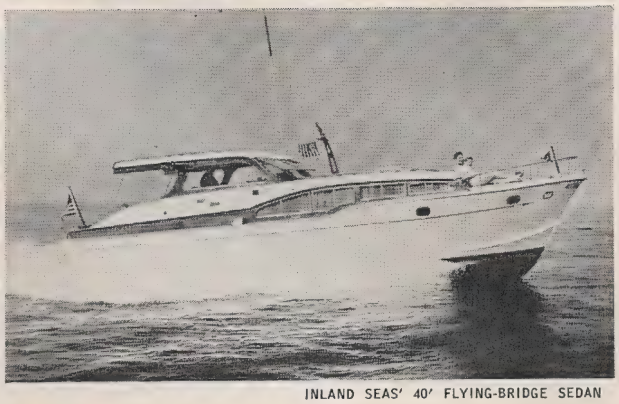

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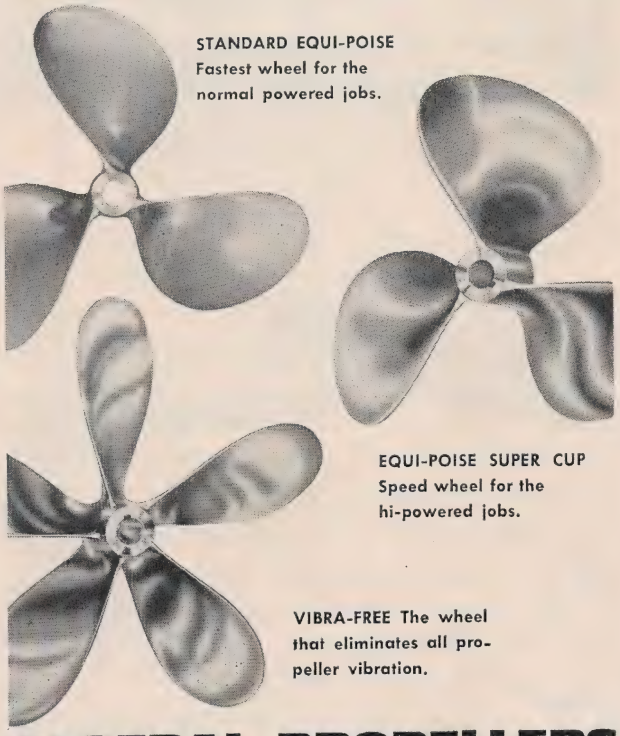

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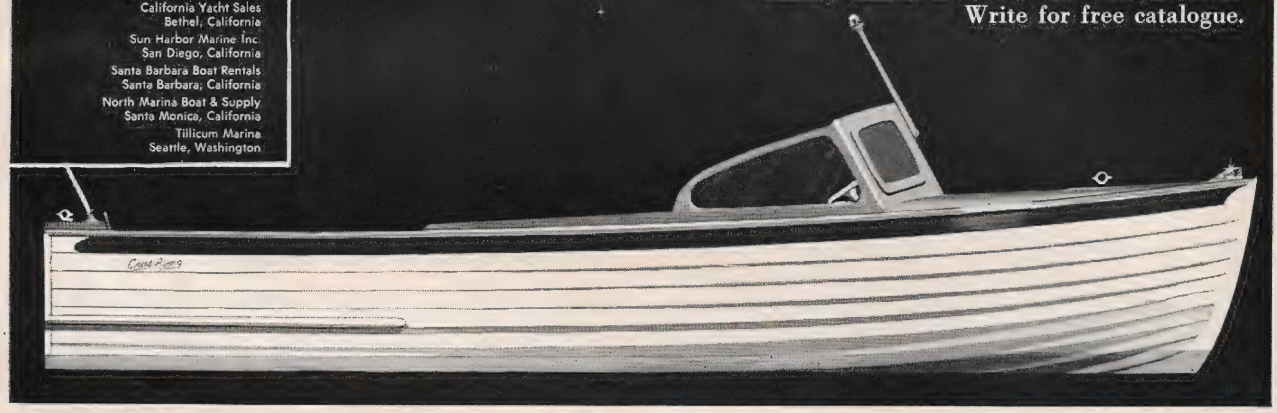

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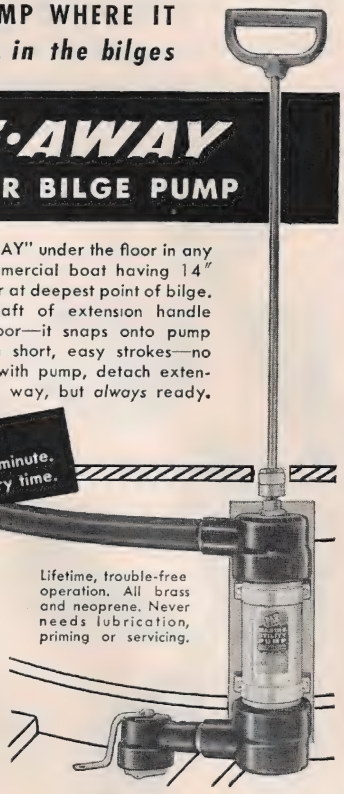

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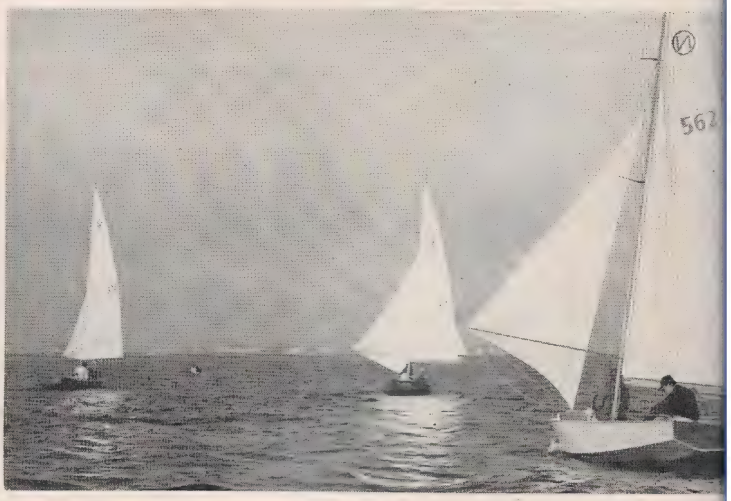
this writing we don't have the final results, but *Jada* is the certain winner on both elapsed and corrected time. Gabe Giannini's yawl *Marie Amelie* finished at 3:10:51 Sunday afternoon; John Kilroy's yawl *Kialoa* at 5:48:59 Sunday; Warren Blinn's sloop *Dasher* at 6:18:20 Sunday; and Joan Pennamen's sloop *Tehani* at 6:03 Monday afternoon.



The National world's championships will be held Aug. 8, 9 and 10 at the Long Beach Marina, hosted by the Alamitos Bay YC fleet. Representatives will come from the new National fleet at Cabrillo Beach YC as well as the Palo Alto, Mission Beach and Alamitos Bay fleets. Merrick

Jack Hedden's new boat is the 65-ft. Sparkman & Stephens yawl *Good News*. She is an expected entry in the 1959 Honolulu Race under the burgee of the St. Francis Yacht Club. Her plans were published on page 42 of the June 1958 issue of SEA. Rosenfeld

The 1958 PCYA Regatta

The 1958 Pacific Coast Yachting Association championship regatta will be held on San Francisco Bay Aug. 11-17. Under Commodore H. G. (Steve) Stevens and Regatta Chairman Doug Boswell the event promises to be one of the finest ever seen on the West Coast. St. Francis Yacht Club will harbor the large boats.

On Aug. 15, 16 and 17 boats 60 ft. and over will compete on a boat-for-boat basis on special ocean courses. A number of boats are expected from all along the coast, including John Scripps' *Novia del Mar*, Louis Statham's *Nam Sang*, Jim Camp's *Escapade* and Howard Hecht's *Pursuit*. Ready to meet them will be *Baruna*, *Orient* and a host of others.

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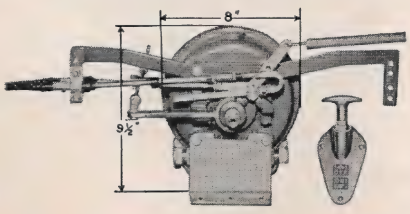

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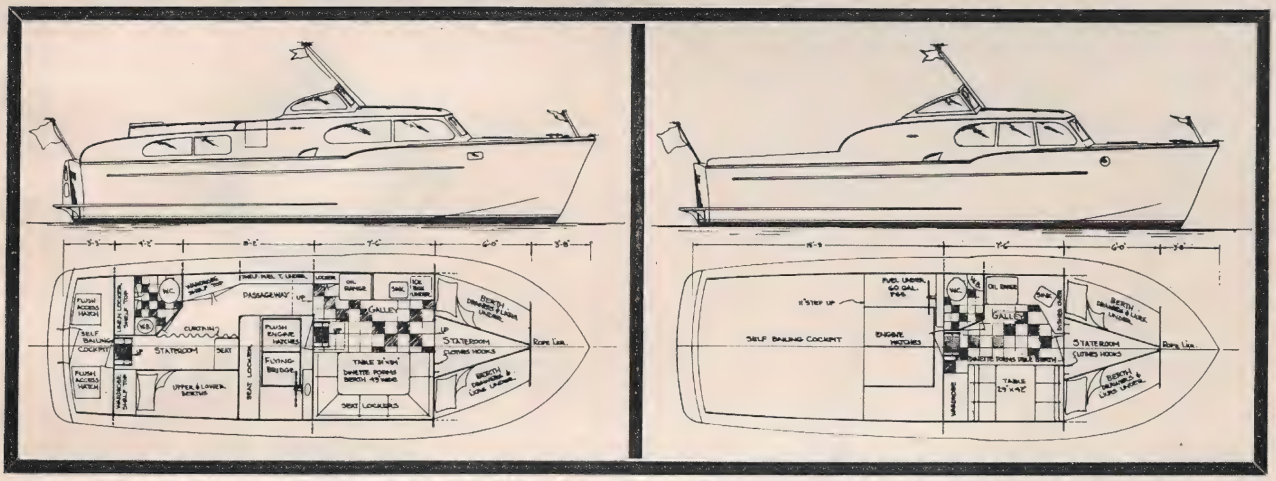

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The 40-60-ft. boats will race their own courses on the same days, using corrected time results under the CCA rule. Boats 25-to-40-ft. will race Aug. 16-17, with at least 25 classes expected. The Sir Thomas Lipton race and the Bailey series classics will be held at the same time.

In Marin County the small boats will compete on the week ends. Corinthian YC and San Francisco YC will be headquarters for these events. The power fleet will hold a number of predicted log races.

At the same time semi-finals for the Sears, Adams and Mallory Cup races will be run off Aug. 12, 13 and 14. The Sears runoff will be on Richardson Bay in Flatties, pointing to the finals Aug. 26 at the Royal Vancouver YC, Vancouver, B. C. The Mallorys will be on an Olympic course off St. Francis, sailing in 210s, prepping for the finals at the American Yacht Club, Rye, N. Y. Sept. 15. The Adams committee will use Golden Gate class boats though the finals will be held Aug. 25-29 at the Chicago YC in Luders 16.

After the regatta a great many people will cruise up the Sacramento River into the delta country. This is one of the great pleasures of cruising in Northern California waters and is a strong attraction to all.

Jada Leads Whitney Series

At the end of four of the six 1958 Whitney Hi-Point races, the yawl *Jada* owned by George Sturgis is in the lead. The boats have sailed 405 miles, averaging 45 boats per race. In the top 20 are seven Class A

They are still talking about the 1958 Ensenada race when 283 boats crossed the finish line off Todos Santos Bay May 2 and 3. The Ensenada Yacht Club went all out building the *SS Ensenada* (or *SS Newport* whichever way you look at it) for the trophy presentations.

Laursen photos

"Where Class A meets Class E" might well be the caption for this, the most famous spot in Ensenada. Many a race is sailed within these walls —and won!

boats, six Class B and seven Class C. Totals (best three out of four races):

Boat	*Type*	*Owner*	*Class*	*Points*
Jada	56-ft. yawl	George Sturgis	A	13¾
Odyssey	58-ft. yawl	Dick Steele	A	20
Dotmar	Lapworth 36	Glenn Stillwell	C	23
Squall	PCC	Al Martin	B	25¾
Holiday	Lapworth 36	Bob Allan	C	26

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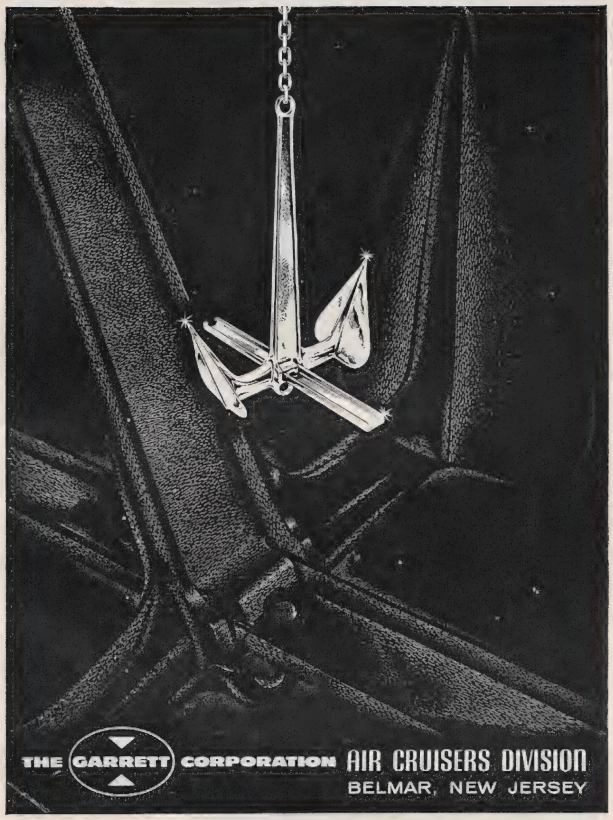

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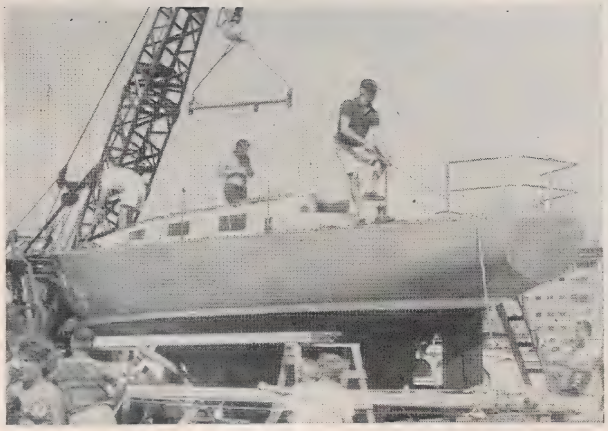

Interest is heightening for the 1959 Honolulu race. Here is another certain entry—Frank Rothwell's Lapworth 36 *No Hu Hu* which he launched May 25 at Waikiki Yacht Club. He built the boat in the workshop next to his home.

Under Diamond Head

By RAY BUISSERET

THE HAWAIIAN Invitational scheduled for October is taking shape as entries, hotel reservations and correspondence get heavier. The five-race regatta will be held at both Waikiki and Kaneohe Yacht clubs. The PCs, Hereshoffs, 210s, Stars, 110s, Mercurys and Catamarans will sail at Waikiki; the Lightnings, Thistles and MPs at Kaneohe.

Most action for the regatta thus far has come from the El Toros. Thirty-five boats have already been entered and the list is still growing. It includes some very well known West Coast skippers—Don Bollinger, Bery Brooks, Fran Grill, Pete Newell, Don Peatty and Mike O'Gara; the latter was instrumental in starting the annual Bullship classic from Sausalito to San Francisco each year.

Terry Ryan and his 110 fleet have also been busy inducing top 110 skippers to bring their boats to Hawaii for the Invitational. Mid-western champion Phil DeYoung will be on the starting line along with Vern Warfield, Adrian Wahlander, Jack LaFort and Bob Mann, all from the mainland.

Star Eliminations—The Kaneohe Yacht Club Star fleet had some added excitement this year when Bill Froome announced that he wanted to travel to San Diego for the Star Internationals in August. Cy Gillette had announced his intentions earlier. Bill launched his new Eichenlaub in April and the subsequent battles proved exciting. Cy won the series and will be on the starting line at San Diego along with Harry Uhler, who will represent the Waikiki Star fleet

The Lightning fleet at Kaneohe has had an excellent spring season. With most of the old hands turning out, plus a sprinkling of newcomers, the fleet has had an average of ten or more boats on the line on race days.

The Kaneohe Thistle fleet spent the month of May as guests of the WYC's 110 fleet, sailing in the waters off Waikiki and making the downhill slide to Pearl Harbor in the Maritime Day race on May 24. The light planing hulls had rough going in the choppy seas off Waikiki when going to windward, but surfed and planed along the big ones on the offwind legs. Skippers and crews had plenty of thrills.

Maritime Day—Sailing fleets from three clubs on both sides of the island turned out in force for the annual Maritime Day races sponsored by the local chapter of the Propeller Club. The races were held on Saturday, May 24 and included ocean racing and ocean cruising boats from both Waikiki and Hawaii Yacht Clubs and class boats from Waikiki and Kaneohe Yacht Clubs. The deep-water sailers and class boats from WYC sailed their usual course from Waikiki to a finish line off McGrew Point in Pearl Harbor.

This is the one day a year that sailboats are allowed into Pearl and the yachtsmen make the most of it. Before World War II, Pearl Harbor was the site of the Pearl Harbor Yacht Club and most class boat racing in the islands was held in Pearl.

First boat across the line was Ted Jacobsen's *Jessica*, with Don Doyle's *Solveig IV* hot on her heels. First to finish in Class B was Bob Miller's new *Naiau*. Bob was mighty pleased at having beaten the Danish-built *Skaggerak*. Bob flew a spinnaker and *Skaggerak* didn't.

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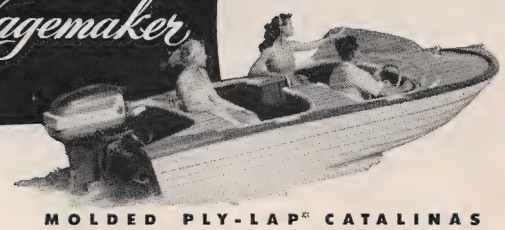

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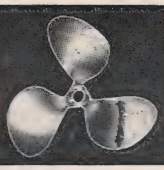

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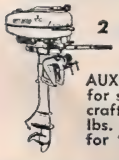

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Great Western Sales Co. (Wyoming, Colorado, New Mexico)
Contact your nearest distributor or WEST BEND ALUMINUM CO., Hartford, Wis.

Might have made the difference of nine minutes.

The Air Force's *Red Witch*, skippered by Lew Foster, came through with Class A honors on handicap and Scott Wallace's *Nanilii* was the Class B winner. Most of the ocean racers and cruisers were priming themselves for the following week's annual Round-the-Island (Oahu) Race which was scheduled for Memorial Day week end.

On Kaneohe Bay Harry Uhler slid across the finish first in the Star Class Maritime Day event. Bill Hole took first in the Lightning race, while Harry Hutton and Linda Romaine fought it out for second. Art Deimel won the MP race, with Tommy Hines a close second. Jens Schultz, proverbial MP champ, was starboard tacked early in the race.

July 4 Week-end—All three of Hawaii's active yacht clubs, Hawaii, Waikiki and Kaneohe on Oahu, are looking forward to the long July 4 week end. It will be the running of the annual race from Waikiki around the end of the island to Kaneohe Bay for the Gaylord Dillingham trophy. Host club will be the Kaneohe Yacht Club.

A special series over a three-week period will be held for the visiting class boats. Expected to participate are the 110s, Catamarans and possibly some 210s from the Waikiki club.

People and Places—Grant Morse almost lost the mast from his PC in May when all the port shrouds let go at once. The mast did a fast hula while Grant pulled

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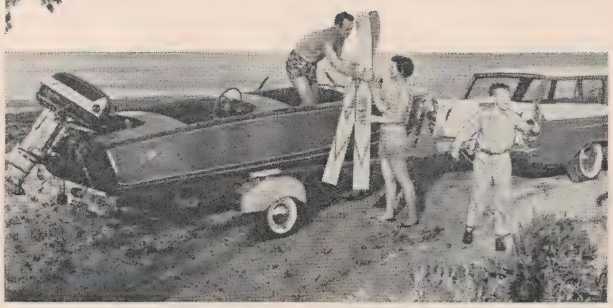

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her over onto a starboard tack. . . . Len Crosby cruised out to Diamond Head on his way home from the Maritime Day race to Pearl and caught a 36-lb. mahimahi for his trouble. . . . The Hawaii Yacht Club celebrated the near completion of its new clubhouse by holding the first monthly meeting there in early May. . . . Harry Uhler has been busy studying charts of San Diego harbor and vicinity in preparation for his sailing in the Star world event. This will be Harry's second venture to the Internationals, both at San Diego. Last one was in 1940. . . . Harry's wife Topper, his crew's wife Ginny Jordan, and Mrs. Cy Gillette have been talking about this year's Star event at San Diego—what to wear. . . . Herb Jordan, normally a quiet and efficient Lightning skipper, will be Harry's crew in the world fracas and has been practicing for the past month. . . . Roy Bennett has been sailing Herb's *Jini Maru.*

After several weeks and great quantities of blood, sweat and grimaces Don McDiarmid has refurbished the 210 he bought from George Over and has her sailing in fine style.

Frank Rothwell is currently busy as chairman of the Waikiki Yacht Club's building committee. Phil Fisk has drawn new plans for the club's expansion, and building is expected to get underway in early summer. The long range plans include a swimming pool, new bar facilities, showers, lockers and more clubhouse area with a galley and dining area.

Bill O'Heron, who sailed in Kaneohe's MP and Lightning fleets for many years, finally abandoned the sailers and bought an outboard cruiser. His Lightning has been taken over by Robert Louis Stevenson. Bob is an old hand at sailing in Kaneohe Bay. Back in the 1930s Bob sailed on the bay with old timers "Jinky" Crozier, Art Myrhe, Duke Kahanamoku, Louis Abrams and Tommy Kiakona.

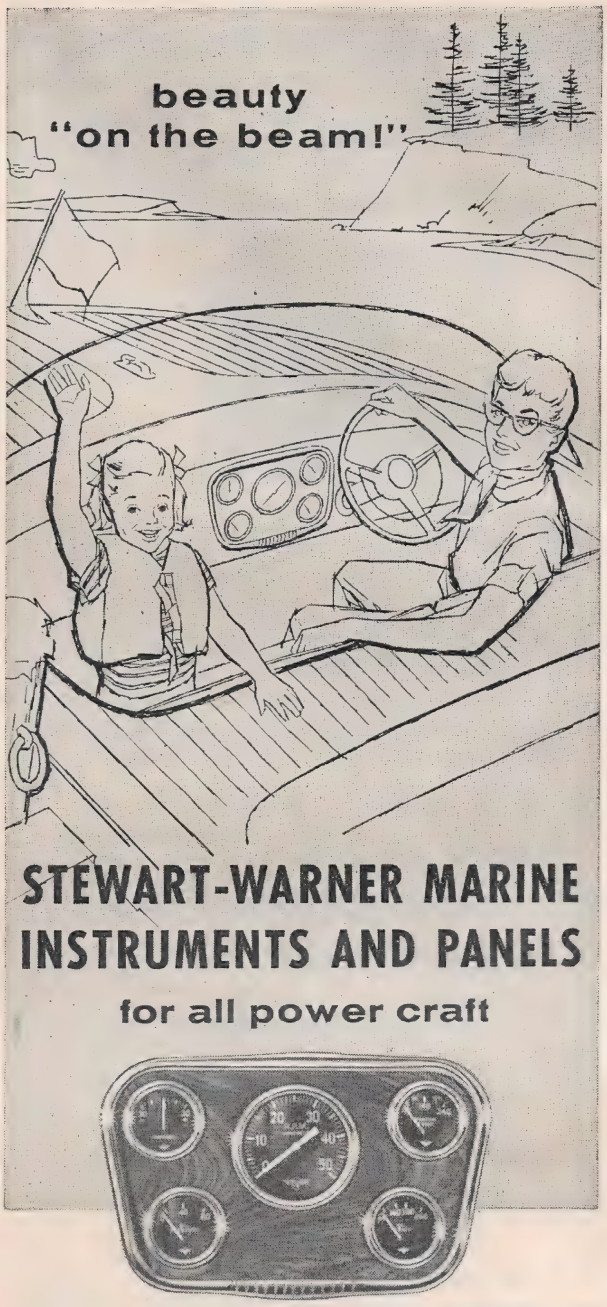
Bob Miller dropped his trim little Maya midget ocean racer *Niau* (smooth sailing in Hawaiian) into Ala Wai recently. Don Burlingame also ordered one.

Chubasco Changes Hands

The 67-ft. yawl *Chubasco* built by Wilmington Boat Works in 1939, designed by Sparkman and Stephens, has been sold to Arnold Haskell, president of the M. H. Sherman Co. by William L. Stewart. Mr. Haskell plans to race and cruise the boat actively, pointing towards the 1959 Honolulu Race.

Perhaps after 20 years it will be *Chubasco's* turn to win this classic. Bill Stewart entered the race three times—in 1939, 1947 and 1953—and each time the boat came very close to winning. In 1939 she was fifth in fleet and second in Class B. In 1947 she was third in fleet and first in Class A. In 1953 she was second in fleet and again won Class A. But she never quite made the magic circle.

You can bet that she will be a threat again in 1959, for she is one of the finest boats ever built on the West Coast in every sense. She will be kept at the Port Orange Marina, Newport Beach, Calif.



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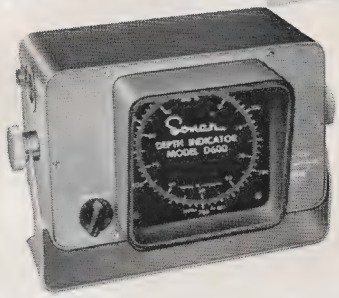

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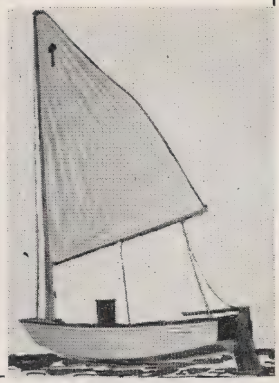

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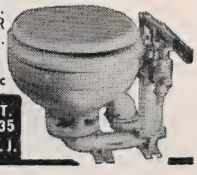

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THE AMERICA'S CUP RACES
By Herbert L. Stone and Wm. H. Taylor
D. Van Nostrand Co.
$6.95

With international interest focusing on next Sept. 17 for the America's Cup Challenge race between England's 12 meter *Sceptre* and a boat to be chosen to defend the United States, this book is timely and interesting. It was originally written by the late Herbert L. Stone in 1913 and revised by him in 1930. Now it has been completely rewritten and updated by William H. Taylor.

SHIPWRECKS OF THE PACIFIC COAST
By James A. Gibbs Jr.
Binfords & Motts, Portland, Ore.

This Seattle writer is well-known in the Northwest for his factual accounts of life at sea. This is the first detailed account, in one book, of all major marine disasters off the West Coast of the United States. Not only interesting reading, this book is factual and historic and supplies details that otherwise would be lost to memory if not recorded.

SAN FRANCISCO BAY, A Pictorial Maritime History
By John Haskell Kemble
Cornell Maritime Press, Cambridge, Md.
$10.00

This is an astonishing book. For instance, we have all read about the myriads of square riggers that came into San Francisco Bay at the time of the Gold Rush and were abandoned by their crews, but somehow the number of these ships did not really register with me until I saw the photographs of them in this book. Talk about a forest of masts! The phrase had no meaning until I looked at that photo extending across the bottom of pages 12 and 13.

Of more than 350 illustrations practically every one is marine, for the history of all the cities and towns there is indissolubly associated with the Bay and its tributaries. This book brings out this fact strikingly and makes it easy to understand why San Francisco became one of the world's greatest ports.

Shipbuilding grew into a tremendous industry, and the number of local craft serving the other communities on the bay became legion. Naval vessels have

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always been much in evidence on the Bay, and yachting on the Pacific Coast antedated its appearance in the other ports by many years.

The author, Dr. John H. Kemble, has a real grasp of his subject, which explains why he has been able to pack so much information into a pictorical history and why it is so accurate; for he is professor of history at Pomona College.

Cruising the Offshore Islands

(Continued from Page 34)

grass does not permit the anchor to dig in and on a windy night anchors may drag.

The holes and caves in the Isthmus shore line were dug by miners in the 1850s when it paid to pan gold. There was lots of gold in California but little water to wash it out. Here there was an abundance of sea water. To keep order among the miners and to prevent the landing of smuggled Chinese, the barracks that lie half way between the Isthmus and Catalina Harbor were built in 1864.

Fourth of July Cove lies in Isthmus Bay and is a narrow cleft in the rocky cliff. In the old days it was considered crowded with ten vessels at anchor. Now 30 or 40 vessels may tie up at as many moorings. Cherry Cove lies around the point from Fourth of July and has moorings for over 100 vessels. A submerged unmarked rock lies just inside the Cove under

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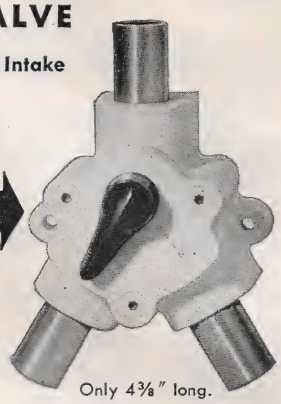

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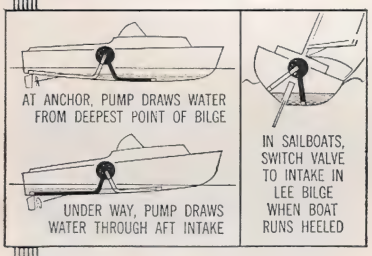

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beyond is a stairway built by the Coast Guard when the Island was used as a training center during World War II. You have two fathoms at low water opposite this point, but then the harbor shallows quickly. Anchor about 100 yards offshore, as on the opposite side (east) there lie the remains of two movie ships under the water.

Three miles east of Cat Harbor, as it is called by local yachtsmen, is a charming harbor well named Little Harbor. As shown on the photograph there is a reef on the seaward side on which the waves break, and one would not guess that there was a sheltered harbor behind the reef. Keep well to the eastward, then turn in. The anchorage is to the right of the picture. Two black rocks on the beach are the leading marks, and the best anchorage is where the beach meets the cliffs at the top of the little bay. Bow and stern anchors should be set, as the current sometimes sets against the wind. The part of the bay with the surf at the lower part of the picture should not be used, as there is a sunken rock in the middle of it and the reef affords no protection.

There are no further harbors on the south side of the island until you complete your cruise at Avalon again. But if you choose, instead of starting sheets at the west end, you could beat across to Santa Barbara Island. Or if you are on a power boat it is an interesting passage to this uninhabited rock about one square mile in area. This island is a national monu-

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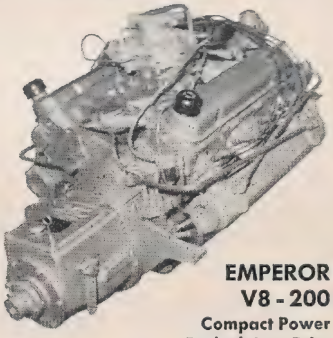

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Lion Head. Two small coves named Little and Big Geiger come next, the latter leased from the Island Company by the Blue Water Yacht Club.

Howlands is one of the favorite rendezvous of the sailing men. The western beach is leased by the Los Angeles Yacht Club. Just around the point is a sight that never fails to thrill me. The sunlight reflecting off the white sand of Johnston's Landing produces a brilliant green color. The entire bay sparkles like one huge emerald and that is how the cove got its popular name, Emerald Bay. There is good holding ground in the sand; but as there are changes in the tidal stream, boats may swing and foul one another. Anchors should be set bow and stern. The sketch shows the reef which extends from Dragon Rock (locally known as Indian Head) to the westward. The rock must be left on the starboard hand when entering.

It is a never-ending thrill to round the west end of the island. The sailing man knows that this is the jumping off point for the Hawaiian archipelago and the South Pacific. He can barely suppress the desire to just start the sheets and go. But if more sober influences take hold of him, he can just reach off and explore the ocean side of the island. There is often a strong current running past the west end. It is best to give a wide berth to spectacular Eagle Rock on the south side. The passage between it and the island is choked with kelp.

The island is indeed a geologist's dream. You should give Ironbound Cove a wide berth, for it is too deep to anchor in and presents a lee shore. But you'll enjoy the unusual formations of Ribbon Rock Point. It is made up of alternate layers of white quartz and black basalt in even strata about two to three feet thick. Submerged Whale Rock is beyond the rock and should be carefully avoided.

The finest harbor on the Island is next in line lying concealed behind Catalina Head. This is Catalina Harbor. It gives complete shelter from all winds even the northeast Santa Anas that occasionally blow in the winter months. The bottom is soft mud. As you enter on the port hand, there is a wrecked fishing vessel which went ashore in a dense fog; and just

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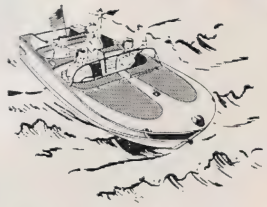

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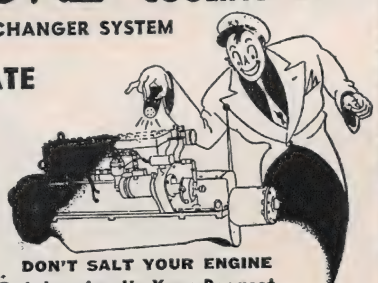

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ment. Visitors are permitted to land; but this is not advisable for the surge is usually strong at the landing place.

There is only one anchorage, about one half mile south of the northeast corner. It is located by the steep railway on which supplies are hauled up for the two untended lights. On the west side there is an unmarked submerged rock shown on Chart No. 5110, which should be given a wide berth. At low water the waves break over it, but at high tides or a smooth sea there is nothing to show its presence.

Sutil Island is a Gibraltar-like rock off the southwest corner of the main island. The eastern beach is the home of thousands of sea lions and during the breeding season their barking can be heard for miles across the water.

When the inevitable happens and your cruising time is up, you still have one more pleasure before you. That is the run back to the mainland or Catalina. The trip is downhill, which makes for pleasant sailing for the skipper, be he power or sail. Sometimes you just seem to be flying under the push of the westerlies, and before you know it you are back in your slip. At that time you have one consolation—only five days remain before the next week end.

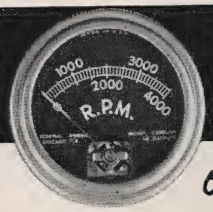
(San Clemente Island which lies 20 miles south of Catalina is a naval reservation. It is permissible to anchor at Wilson Cove under some circumstances, but one may not go ashore nor are cameras permitted.)

From the Angler's Chair

(Continued from Page 24)

truly fabulous Rybovich cruisers, was unanimously chosen as the association's new president, taking the wheel from the capable hands of our good Californian Horace Witherspoon: George P. Griffith, the man behind the faultless organization and signal success of the 13th tournament in his capacity as general chairman for the host club, Pacific Anglers, was recognized by the association in a wholly fitting manner. He was elected as a regular director of the ILTTA board, unanimously and with cheers.

It was a *great* tournament. Wish you *all* could have been there!



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TRADE WINDS

Production of the 40-ft. fiberglass Bounty II sloop continues at Sausalito, Calif. under the management of newly formed Aeromarine Plastics Corp. Five of the Bounty II's are scheduled for this summer's Bermuda Race.

Northwest Marine Industries Inc.

Hal Hamper, chairman of the 1958 Seattle Boat Show.

The Northwest Marine Industries Inc., Seattle announced the reelection of Robert D. Ladd, vice-president and general manager of Pacific Marine Supply, as president of the organization for a second term. Ladd has long been active in Northwest boating and marine circles. At the same time NMI announced that Hal Hamper of International Sales Co. had been selected chairman of the 1958 Seattle Boat Show to be held Nov. 28 to Dec. 7, 1958 and that permanent headquarters had been set up at 1500 Westlake No. in Seattle.

Ed E. Simonds, director of public relations for the Port of Seattle, has been appointed manager of NMI. Elected vice-president of the organization, which comprises 100 firms engaged in serving and selling the small-boat industry in the Northwest, was Norman Ledger of Ledger Marine Charters. John Shephard of Northwest Instrument Co. was elected secretary-treasury.

New Boats for Newport

Ken Wilson reported among his Chris-Craft sales a 26-ft. twin screw express for the Harbor Department, a 38-ft. cruiser for John T. Kimbrel of Buena Park, a 32-ft. Commander to the Yacht Haven and a 26-ft. Sport Express to Col. Alan Mickle of NHYC.

Richardson's reported the sale of a new 27-ft. twin screw Richardson cruiser to Richard Wills of San Pedro powered with Chrysler Crowns.

Bayside Marine Sales delivered *Donella*, a 44-ft. twin screw Stephens sedan powered by two Chrysler Imperials to Les Allen of Los Angeles.

Owens-Pacific sold five of the new Model 2500 cruisers during the month to the following: Robert Kershaw; W. A. Chapman Jr., Downey; Russ Shinfield, Lido Isle; O. R. Champion, San Gabriel; and Leslie Whitehouse, Laguna Beach. Those receiving Owens 22s were Joe Looney Jr., Tarzana; Donald B. Forest, Edwin Begin, Covina; and William Fox, Laguna; while D. J. Roy, San Marino, launched a 31-ft. twin engine Owens express.

Western Fibrous Glass Products Appointment

Chet Leighton Jr., who has been with Western Fibrous Glass Products Co., San Francisco for the past seven years, has been appointed assistant sales manager and will have charge of the plastics division of the company in the Northern California area. The company distributes a complete line of Westglas polyester and epoxy resins, catalysts, reactors, thinners, fibrous glass cloths, mat, rovings and tapes, pigmented surfacing coatings and accessories.

Robert D. "Bob" Woodward (left) is now associated with Paul W. Hiller, marine equipment distributor of Wilmington, Calif. Woodward is a director of the Balboa Yacht Club, Newport Beach, Calif., and is owner of PC #41 *Joy Three*.

Espada, with owner Charles Chapin of Santa Fe Springs at the helm, is shown here in first shakedown after having been repowered with a pair of Allis Chalmers diesels. Installed by Fellows & Stewart, Wilmington, the model 6D AMR 273 engines are rated at 85 hp at 2800 rpm, with power transmission through a Walters V-drive with 1½-to-1 reduction.

John Rapp Co. Boat Show

John G. Rapp Co., San Francisco had a most successful boat show of its own recently, according to Kenneth C. Scott, owner. First prize was a 14-ft. Chris-Craft Sportsman which Mike Cronin of San Francisco won. Featured in the show were Chris-Craft, Dorsett, Pacific and Trailorboats, Edwards and Magnolia trailers and Scott-Atwater outboards.

Recent sales include a 17-ft. Chris-Craft Sportsman with 131-hp Chris engine and Edwards trailer to John Wickenheiser for use on Clear Lake. Eugene Jurs of Oakland purchased an identical boat. Bill Coy of Mountain View took delivery of a 25-ft. Trojan flying bridge cruiser with 135-hp Graymarine.

A Set of GM Diesels

E. W. Scripps of Atherton, Calif. has repowered his 50-ft. cruiser *Lazy Gal* with General Motors 4-51 diesels with 3-1 reduction gears. He also added a 32 volt American Marc auxiliary generator set. The units were purchased from Shoreline Diesel Maintenance, Fishermen's Wharf, San Francisco.

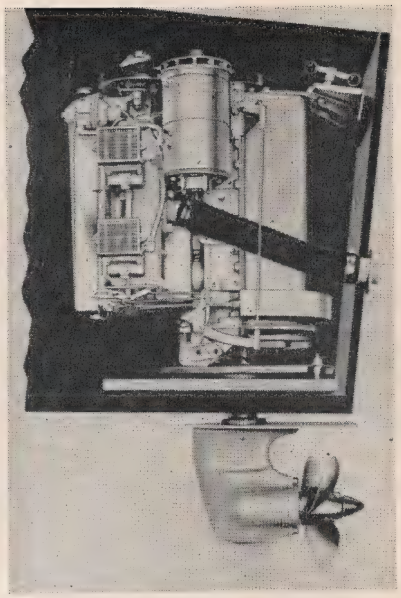
Crofton Builds Fageols

The Fageol line of marine engines now is under production in San Diego, Calif., following purchase of the Fageol Marine Engine Co. of Kent, Ohio by William B. Crofton, San Diego boatbuilder and marine equipment distributor.

In an average installation the 44-cu. in. vertical inboard engine is mounted over a 4-in. hole in the keelson, approximately 10 in. forward of the transom. A special universal ball and sealing plate system secures the engine in place and permits free rotation of the entire propeller assembly. Through use of the vertical inboard power engine, the rudder, rudder control, strut, stuffing box and transmission necessary in other inboards are eliminated.

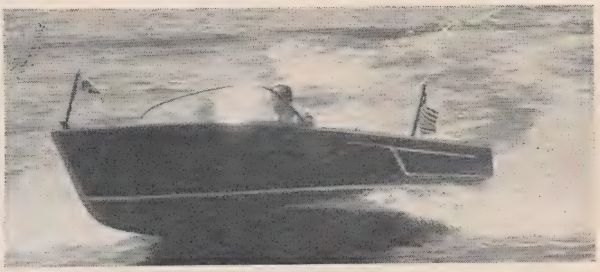
Valco Expands

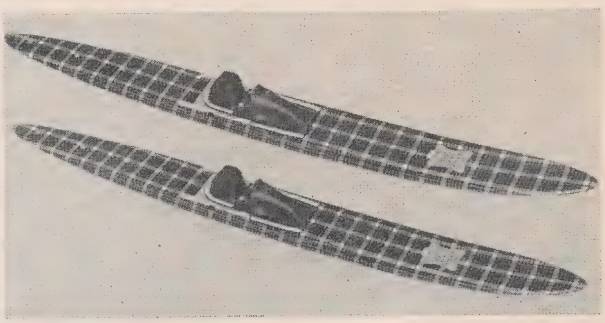
Valley Aluminum Co., manufacturers of Valco aluminum boats, has moved into much larger facilities in a new concrete block building with 12,000 sq. ft. of space at 5733 Shields Ave., Fresno, Calif.



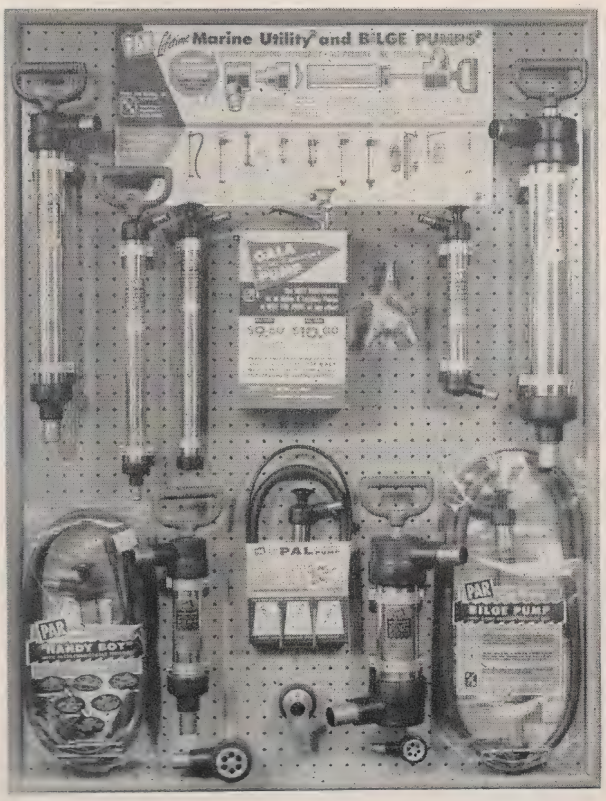
Cross section view showing installation of a Fageol V-I-P engine. Almost all types of outboard or inboard hulls can easily be adapted to accommodate the V-I-P.

Henry R. McCune is now building the 14-ft. Satellite fiberglass day sailer in addition to the Sabot. The new boat costs $649 complete with dacron sails by Austin Peeples.

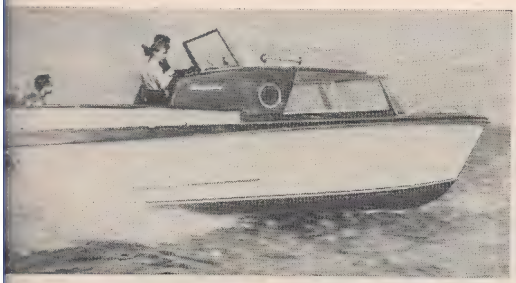




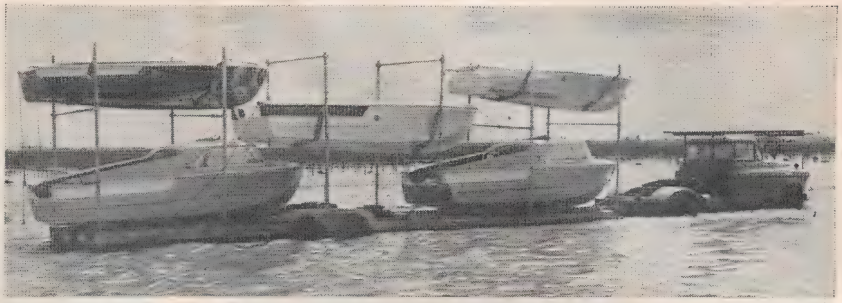
Kimball Mfg. Co. of San Rafael, Calif. has come up with a new development in water skis, the banana ski, available in solid red, yellow, yellow check, red plaid and red stripe.



The complete line of PAR marine pumps is now available along the entire Pacific Coast. Peters and Russell, Inc., Springfield, Ohio produce 11 different pumps, all of brass and neoprene with no metal-to-metal contact anywhere in the pump.



The Owens Flagship "2500" express cruiser has been styled by international designer Raymond Loewy. The boat features Flagship 220-hp V8 engine, U.S. Royal Weldwood 3/8" side planking and many other special features.



Transporting boats can be rough in soggy weather such as California experienced this spring. Here a cargo of Dorsett Iso-Glas boats fords the White River crossing on Highway 99 near Visalia, Calif.

Posami Opens Newport Office

A new division of Posami known as Davies & Marsh Yacht Sales has opened at 2537 Pacific Coast Highway, Newport Beach, Calif. under the direction of Charley Davies, Lester Marsh announces. The new facility will specialize in brokerage, design and custom boat building. Marsh will continue his present office at San Pedro Boat Works, San Pedro, Calif.

The firm has been appointed North American distributor for Albina marine engines and will carry a complete stock of engines and parts. Marsh announces that 36 P-28 sloops have been sold. P-40 No. 3 will be launched July 1 for Dr. Francis Byron of Santa Monica. It is building at San Pedro. Another P-36 is building for Dr. H. H. Woerderman, as well as a series of the new M-33 sloops.

Dwight Pickering has been appointed to the post of assistant to the president of Universal Motor Co. President of the company is Ralph G. Klieforth.

R. J. "Bud" de Recat has joined McCune-Phillips marine and industrial division. He will work under Roland E. McCune, founder of the firm which represents Perkins, Kuhls, Northill, Chapman, Puritan, Del-Tex, Electro-Voice tachometers and Rubber-Maid.

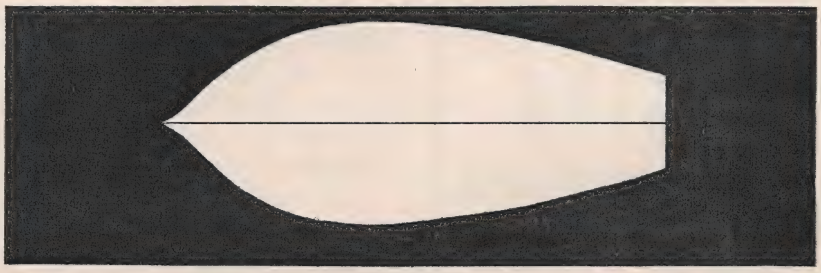
Diskin Appointed Gale Representative

Richard H. Diskin has been appointed western district sales representative of Gale Products Div., Outboard Marine Corp., manufacturers of Gale-Buccaneer Outboard Motors. West Coast district is the firm's first in the western states. Diskin will headquarter in Santa Clara, Calif. and coordinate all company sales and service efforts in the 11 western states.

The 1958 Gale-Buccaneer line includes eight models, styled in sea mist green and surf white by Brook Stevens, noted marine designer. Pace-setter of the line is the new 35-hp deluxe with electric starting.

Cruis Along Appoints Coholan

Cruis Along Boats Inc. of Solomons, Md., has appointed Philip Markley Coholan to handle dealer service and sales throughout the country, President Raymond V. Nelson announced. Coholan is a boating enthusiast with extensive cruising and sailing background.



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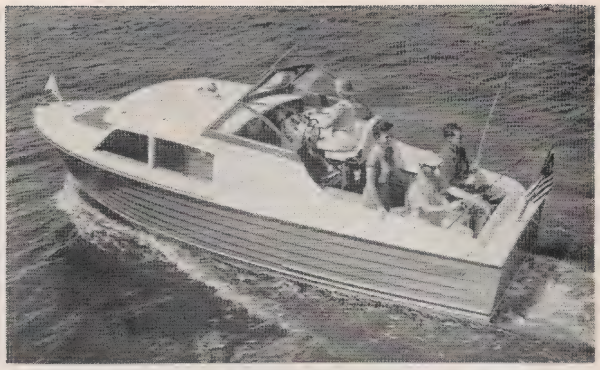
George Cashman's 32-ft. Stephens cruiser *Nomad* is now equipped with the Bendix MR-3 radar. The boat powered with twin Chrysler Imperials cruises at 20-22 knots. Mr. Cashman desired the radar because it enabled him to use the boat's power with safety.



New Chris-Craft Sea Skiff 22-ft. Ranger trunk cabin cruiser offers engine options up to 130 hp, speeds to 29 mph. Cabin facilities include V-berths, galley and private toilet room.

New Lighthouse Catalog

The new Lighthouse catalog of nautical equipment and gift suggestions is hot off the presses. You may order one by writing the Lighthouse at 11 Court St., Plymouth, Mass.

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Knopf Wins "Dreamboat" Contest

A dream has come true for the D. C. Knopf family, Bellevue, Wash. The dream in this case was a "Dreamboat" family cruising outfit which Knopf won as first prize in the national Dreamboat Contest sponsored recently by Evinrude Motors, Milwaukee. Knopf will receive one of Evinrude's new 50-hp Starflite V4 motors, plus $3000 in credit with his Evinrude dealer to purchase his "dreamboat" and accessories up to that amount.

Hercules Acquires Hall-Scott

Hall-Scott Inc. and Hercules Motors Corp. jointly announced the purchase by Hercules of the Hall-Scott engine division of Berkeley, Calif. W. L. Pringle, president of Hercules, says Hercules plans to build Hall-Scott engines at Canton, Ohio and continue to provide service for units in the field. This will complement Hercules' present line of liquid and air-cooled gasoline and diesel engines and make available a 5-600-hp range.

Newmarks at Long Beach Marina

Newmarks' Yacht Sales, a division of *Yacht Centre Inc.*, has received the contract from the Long Beach Marina to be the official brokerage firm at that location. Steve Newmark, president, announced that Capt. Ed Holtz will be the broker. Capt. Holtz is a retired Coast Guard officer.

Peterson Chris-Craft Sales

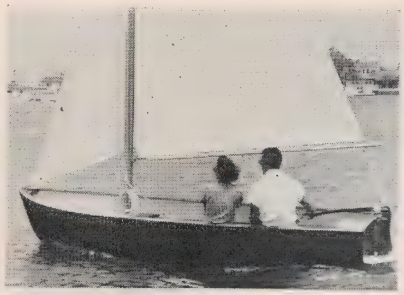
Albert Sorenson, Hayward, Calif. has taken delivery of a 26-ft. Chris-Craft Clipper, powered with twin Chris-Craft 105-hp engines, from R. E. Peterson Co., Stockton, Calif. Don Crossley, Stockton, took delivery of the same model. Ray Farmer, Farmington, purchased a 35-ft. Constellation powered with twin 175-hp Chris-Craft engines. Oscar Knudsen and Thornton Snider purchased a 28-ft. Constellation powered with twin 175-hp engines.

Besotes Bros. Sales

The Besotes Bros. Tahoe 16 runabout has proved very popular. R. Gaubert of San Francisco, Charles Meyer of Honolulu, C. B. Norris Jr. of Sparks, Nev., Dr. R. Brunetta of Stockton, Stanley Davis of San Leandro, Ed Piacentini of Linden and Wm. Hosie of Stockton recently took delivery of boats. The power differed markedly. It was, respectively, a 275-hp Chrysler V8, a Cadillac El Dorado conversion, a Pontiac conversion, a 131-hp Chris-Craft, and still another, a Chevvy V-8 conversion from Star Marine Engine Works in Oakland and still another Chevvy conversion.

Activity at Anderson & Cristofani

Anderson & Cristofani is installing a Universal Atomic Four engine from the Thomas Short Co. in Ray Jacobsen's Bird boat *Hummingbird.* The 90-ft. schooner *Ranger* is up for survey and the AVR *Sea Hawk* owned by the Berkeley Sea Scouts is up for outfitting. An awning over the flying bridge is an addition.



Harry Brown of Colma, Calif., took delivery from Russum Marine Center of this 16-ft. Mercury Sabre. Powered with Graymarine, this boat will do 44 mph.

Beverly Lientz Killed

Only a week after the SCMA sponsored the Flying Fish Outboard Cruise to Catalina, chairman Beverly Lientz was killed in an automobile accident while on a fishing trip. Beverly was the owner of the Newport Beach Outboard Marina and had endeared himself to a large number of people for his constant interest in small boating. He was also closely associated with boating legislation and the Southern California Marine Association.

Willis Hunt Opens Store

Complete service facilities and parts stock for Mercury outboards are features of the new marine store of Willis Hunt which opened at 320 W. Pacific Coast Highway, Newport Beach, Calif. early last month.

Hunt, well known in Southern California boating circles over the past 25 years, will also handle the complete line of Wizard plastic boats and Power Cat twin-hulled runabouts and cruisers.

New Tollycrafts

Bill Russum of Russum Marine Center, Oakland, Calif., has sold a number of Tollycraft cruisers recently. One is a new 21-ft. Tolly to Vic Gravatt of Castro Valley powered with a 50-hp V4 Johnson outboard. Another is a 16-ft. inboard Tolly with 70-hp Graymarine for Charles W. Pollock of Oakland. The new Tollycraft 27-ft. cabin cruiser is now on display.

Santa Barbara Chrysler Dealer

Rod's Marine Sales and Service at 29 State St., Santa Barbara, Calif. has been appointed Chrysler dealer for Santa Barbara County, the Chrysler Marine and Industrial Division announced. Howard Miller is manager.

Century Names Sales Manager

William G. Wittig has been promoted to sales manager of Century Boat Co. The change announced by Century's vice-president and director of sales, Robert R. Lutz, was made to correlate dealer activities, field representation and sales administration.

Dolphin Appoints Loudon

The W. W. Loudon Co., 3908 Wilshire Ave., San Mateo, Calif. has been appointed factory representative for The Dolphin Paint & Varnish Company, Toledo for the states of California, Nevada, Utah, Arizona, New Mexico, Colorado and Wyoming. The company will handle the entire line of Dolfinite marine paints, varnishes, enamels and compounds as well as Dolfinite sign paint products, according to G. G. Thorne, sales manager of Dolphin.

Thomson Machine Works Add Space

Thomson Machine Works Co. now occupies the second floor as well as the first at 235 First St., San Francisco. The upper story is devoted to a complete propeller reconditioning service. The company carries the Michigan line of propellers, both inboard and outboard, offering complete sales and service facilities.

New Hunter Cruisers

John Magoli, Modesto, Calif. has taken delivery of a Hunter 34 cruiser powered with twin Graymarine 225-hp V8 engines. Messrs. Bowersmith and White, El Cerrito, Calif., have purchased a Hunter 34 cruiser powered with twin 109-hp Graymarine engines.

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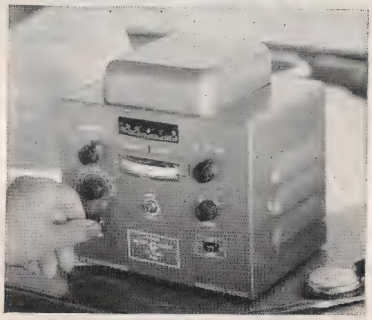

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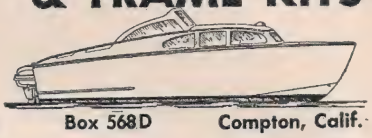

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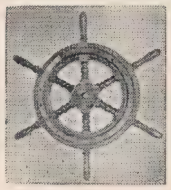

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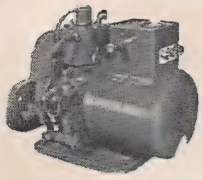

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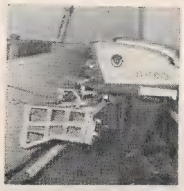

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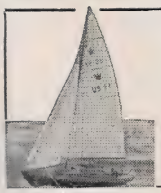

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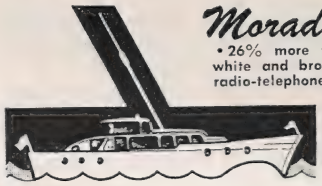

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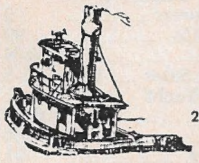

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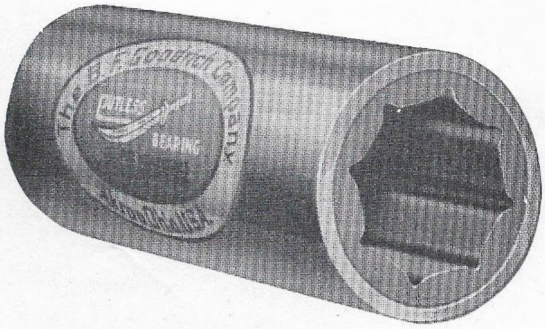

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